

MARITIME HERITAGE MINNESOTA

PUBLISHED BY
MARSHALL ARMSTRONG
ANN MERRIMAN

CHRISTOPHER OLSON

Log Book 41 of the USS Essex

February 1, 1898 - April 6, 1898

The Day-to-Day Operations of Shipbuilder Donald
McKay's Last Ship



© 2019 Maritime Heritage Minnesota, Ann Merriman, Christopher Olson

USS *Essex* Log Book 41

Finding Aid

Adams class ship USS *Essex* (IX-10) was designed and constructed by premier North American shipwright Donald McKay. Her keel was laid down in 1874 and she was launched in 1876. She was a three-decked wooden screw steamer sloop-of-war with auxiliary sail (bark-rigged). She was 185 feet long, 35 feet in the beam, had a 14.25-foot draft, and was 1,375 tons. When commissioned, she carried six big guns, all muzzle loaders: one XI-inch and four IX-inch Dahlgren Naval Artillery guns, and one 60-pound Parrott Rifle. The ship's armory carried dozens of small arms including rifles, pistols, revolvers, and cutlasses. Further, she carried a six auxiliary boats including a launch, two cutters, a whale boat, one gig, and a dinghy. The combinations of guns and watercraft carried on board USS *Essex* could change from log book to log book. She served with the US Navy in active duty and as a training ship with the Ohio Naval Militia, the Illinois Naval Militia, and the Minnesota Naval Militia. She was intentionally burned on Minnesota Point in Lake Superior at Duluth in 1931. Her Minnesota Archaeological Site Number is 21-SL-1030 and she is a National Register of Historic Places Property.

Maritime Heritage Minnesota digitized the 62 known USS *Essex* log books held at the National Archives in Washington, DC, and at the US Naval Academy in Annapolis in 2010. The log books consist of the daily activities on board the *Essex* as recorded by deck officers on duty. Those deck notes were then transcribed to be the official log of the *Essex* that were sent to the Navy Department in Washington, DC, where they were bound into their current book form. At the beginning of most log books, there are: a title page, two list of officers pages, a crew complement page (listing the crew by rank and job), an armaments page (list of the different large guns, boats, and small arms), and two pages of compass observations. Not all log books contain these pages and some include additional information, including a plan and section of the *Essex* in Log Books 8 and 9 and four pages of directions on how to fill out log pages in Log Book 21. Sometimes two transcribed versions of log pages were sent to the Navy Department and duplicate books were produced. However, sometimes the duplicate books were not bound with exactly the same pages, so some books overlap each other in date. Also, some log book pages have writing too close to its spine edge and after binding, some words and numbers were 'lost' in the spine if the binding remained tight over the decades. Further, it must be kept in mind that the names of ships, both American and foreign, as well as geographical locations usually expressed in different languages will have variations in spelling. With this in mind, the deck officers of the *Essex*, when writing the log pages, may misunderstand what the actual name of a ship or geographical marker actually is and their handwriting may present challenges or be nearly illegible. The editing of this log book and the creation of the finding aid was made possible by a generous donation from MHM friend and supporter Dr. Natalie Rosen.

Log Book 41 of the USS *Essex*: February 1, 1898-April 6, 1898

The National Archives houses USS *Essex* Log Book 41. Throughout Log Book 41, comments were made on:

- sail adjustments with sail type and action specified
- banking of boiler fires in order to put the ship on stand-by for immediate use
- coupling and uncoupling the propeller when the ship was shifting from steam to sail and *vice-versa*
- when under steam the different watches record the average steam boiler pressure and engine revolutions; sometimes specific boiler are mentioned by their letter designation
- lowering of smokestack and proceeded under sail and *vice-versa* when the *Essex* was underway
- when anchored nearly every watch described the state of the anchor cables: crossed ('cross in hawse, stbd chain on top' or 'Elbow in hawse') and often will mention 'clearing the hawse' (the crossed anchor cables were uncrossed)
- casting deep sea lead for soundings
- swinging the ship to test for compass deviation
- patent log readings
- water distillation using the ship's boilers to produce freshwater and refilling the freshwater tanks
- coaling of the ship
- discharging ashes onto a lighter
- weather recording: temperature, wind speed and direction, barometer readings, state of the sea
- recording the ship's behavior (heavy rolling or pitching)
- testing flood cocks in magazine and gun rooms
- testing of all electrical apparatus
- crew conducting ship maintenance: engine maintenance/repair, boiler maintenance/repair, coal bunker maintenance/repair, general ship cleaning, bilge cleaning and checking pumps, scraping and painting - and sometimes tarring and caulking - the ship's hull and infrastructure, caulking the decks, iron work maintenance/repair, rigging repair/replacement, tarring down rigging, airing of rigging, repairing stays, repairing yards and booms, loosed sails to dry, repairing sails, replacing sails, scraping and slushing spars, scrubbing masts and yards, repairing masts, hawser (mooring lines) maintenance/repair/replacement, condenser bed timber repair/replacement, engine bed timber repair/replacement, steam cutter maintenance/repair, steam/sail launch maintenance/repair, gig maintenance/repair, dinghy maintenance/repair, whale boat maintenance/repair, turned and cleaned hammocks and bedding, painting hammock netting panels, scraping and blacking boat davits, repaired ground tackle, repaired sounding apparatus, scraping out smokepipe, inspected cotton primers, repairing binnacles, repairing waste pipes of magazine and shell room, repairing rail, repaired skylights, repaired awning stanchions, awning repair/replacement, repairing air ports, repairing gun ports, repairing water closets, gun carriage/battery maintenance/repair

- crew conducting drills: furling and unfurling sails, target practice with the main battery (great guns), target practice with the air gun, floating target practice, boat drills - all hands called to arms and away all boats for naval tactics under sail and oars, on shore target practice, general quarters drills, small arms drills, fire drills, single stick drills, revolver drills, torpedo drills, passing powder drills, fuze drills, abandon ship drills, man overboard drills, Gatling gun drills, howitzer drills, skirmishing, battalion drills, machine gun drills, pistol drills, rifle drills, bayonet drills, target practice with targeting hanging from a yardarm, Morse signal drills, landing party drills, navigation drills, man overboard drills, signaling with the flagship, Army and Navy signaling drills, watch signal drills, international signal drills, basic medical training (tourniquets, resuscitation), Marine Guard drill
- Marine Guard drills in the cutter
- cadet/apprentice drills: signaling drills, wig-wag signaling drills
- receiving fresh water from shore through pumps or lighter
- receiving provisions and stores: food, medical supplies, clothing, engineering gear, construction
- Quarterly Board of Survey's findings of condemned articles on board (food, equipment) and their fate (food was usually tossed overboard) from the inventories of the different ship's departments (Ordnance, Engineering, Navigation, Equipment, Medical, Pay)
- crew promotions
- crew quarters inspection
- liberty parties sent ashore
- crew members are discharged at their own request (DOR)
- lists of new crew members - recruits or transfers from other ships- taken on board during a cruise
- crew transfers to other ships
- crew reporting the expiration of their contracted naval service
- crew members in solitary confinement or other punishments for various infractions, AWOL crew, general and summary court martial proceedings, AWOL crew put in irons
- rewards offered for the return of AWOL crewmen
- weekly Sunday services; after the services, once a month, the Articles for Better Government of the Navy were read to the crew

NOTE: The Essex deck officers who recorded the daily happenings on the ship often translated the names of non-American ships incorrectly. MHM determined the correct spellings of the ships and those corrections are reflected in the Finding Aid, not the poorly transliterated ship names.

At the beginning of Log Book 41, on February 1, 1898, the USS *Essex* was docked at the Port Royal Naval Station in South Carolina. For the first 22 days of the month, the ship, her crew, and her apprentices went into and out of the port, conducting exercises including target practice with boats, moving target practice, small arms, sail and rig handling, and the ship was provisioned and coaled. On February 4, USS *Foote* left Port Royal and in joint target practice exercises, USS *Amphitrite* - using signals - asked for

the height of her main truck from the water line. On February 17, along with USS *Amphitrite*, *Essex* half-masted her colors in a show of mourning for the USS *Maine* disaster in Havana Harbor, Cuba. On February 22, the crew dressed *Essex* in rainbow fashion in honor of Washington's Birthday, and she fired a 21-gun salute at noon. On February 23, *Essex* got up steam and headed down river, exchanged signals with *Amphitrite*, and went to sea. Once clear of the harbor, the next day her crew uncoupled the propellor and she went on under sail, exchanging colors with an Austrian steamer. On February 25, *Essex* headed into Chesapeake Bay and anchored near the Thimble Shoal Lightship. The next day, *Essex* exchanged signals with USS *Terror* and proceeded into Hampton Roads. On February 28, Commander Dickens boarded USS *Essex* to inspect the ship and crew as a representative of the Bureau of Navigation. The exercises included: crew at Fire Quarters, clearing ship for action, General Quarters, Arm and Away Boats, Abandon Ship, single sticks, pistols drill, hammock inspections, sail drills, and sending down light yards.

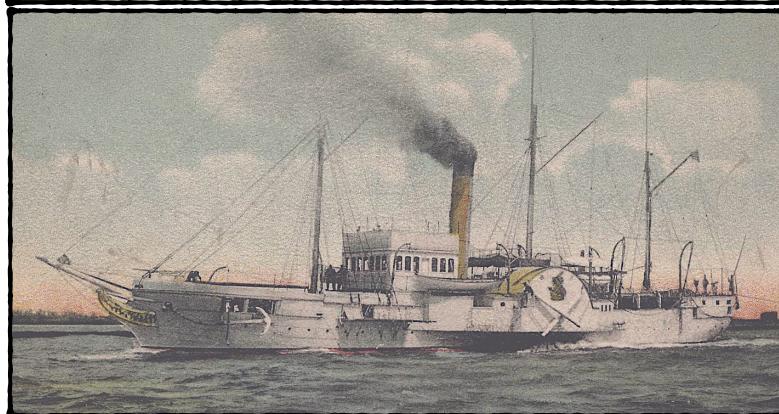
On March 1, the CO visited Fort Monroe, and over the next 2 days, crewmen transferred to USRS *Richmond*, the Washington Navy Yard, USRS *Franklin*, and the ship's boats were secured. *Essex* left Hampton Roads on March 5, passed Hog Island Lighthouse, Sandy Hook Light, and 2 days later, she anchored off Tompkinsville, NY, and signaled/exchanged visits with USS *Terror*. Over the next week, apprentices were transferred to USRS *Vermont*, provisions were received for the Construction and Engineering Departments, and the coal lighter *Lucy Gildersleeve* coaled the ship. Ensign G.W. Williamson detached and ordered to USS *Columbia* as their watch and division officer. On March 13, *Essex* steamed out of New York Harbor, traveled through Nantucket Sound 2 days later, and the next morning she passed Fort Constitution, New Hampshire before mooring at the Portsmouth Navy Yard dock. For the remainder of March, the crew set about closing down the ship, and the Board of Survey inspected the ship and provisions. On March 19, Commander Edward T. Strong was relieved of command by Commander Richard Rush. The next day, Commander Rush inspected the crew and ship. On March 22, the belongings of 3 deserters were auctioned off and 2 days later, another deserter's articles were auctioned as well, and fetched 80 cents. During the last 6 days of March, crewmen were sent to the hospital and USRS *Vermont*, *Essex* received crew from USS *Michigan*, more auctions were held, and yard workmen were bus on the ship.

In April, squally weather was recorded in the log, the CO inspected *Essex* and her crew, and he left the ship for Naval Militia duties. The hammocks were inspected, *Essex*'s remaining ammunition was ferried to the Portsmouth Navy Yard magazine, and yard workers were busy on board. On the last day of the log, April 6, the sentence of a formerly court-martialed crewman was reduced, crew were transferred to USRS *Wabash* in Boston, and USS *Essex* was decommissioned.

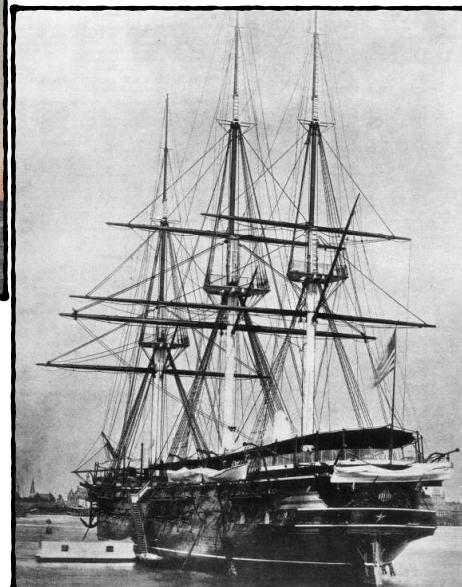
Tags:

sloop-of-war USS *Essex*, USS *Amphitrite*, USS *Maine*, USS *Foote*, USS *Terror*, USRS *Richmond*, USRS *Franklin*, USRS *Vermont*, coal lighter *Lucy Gildersleeve*, USS *Columbia*, USS *Michigan*, USRS *Wabash*, Port Royal, South Carolina, Hampton Roads,

Portsmouth Navy Yard, New Hampshire, apprentice training, ship drills, ship maintenance, steam, sail, Donald McKay

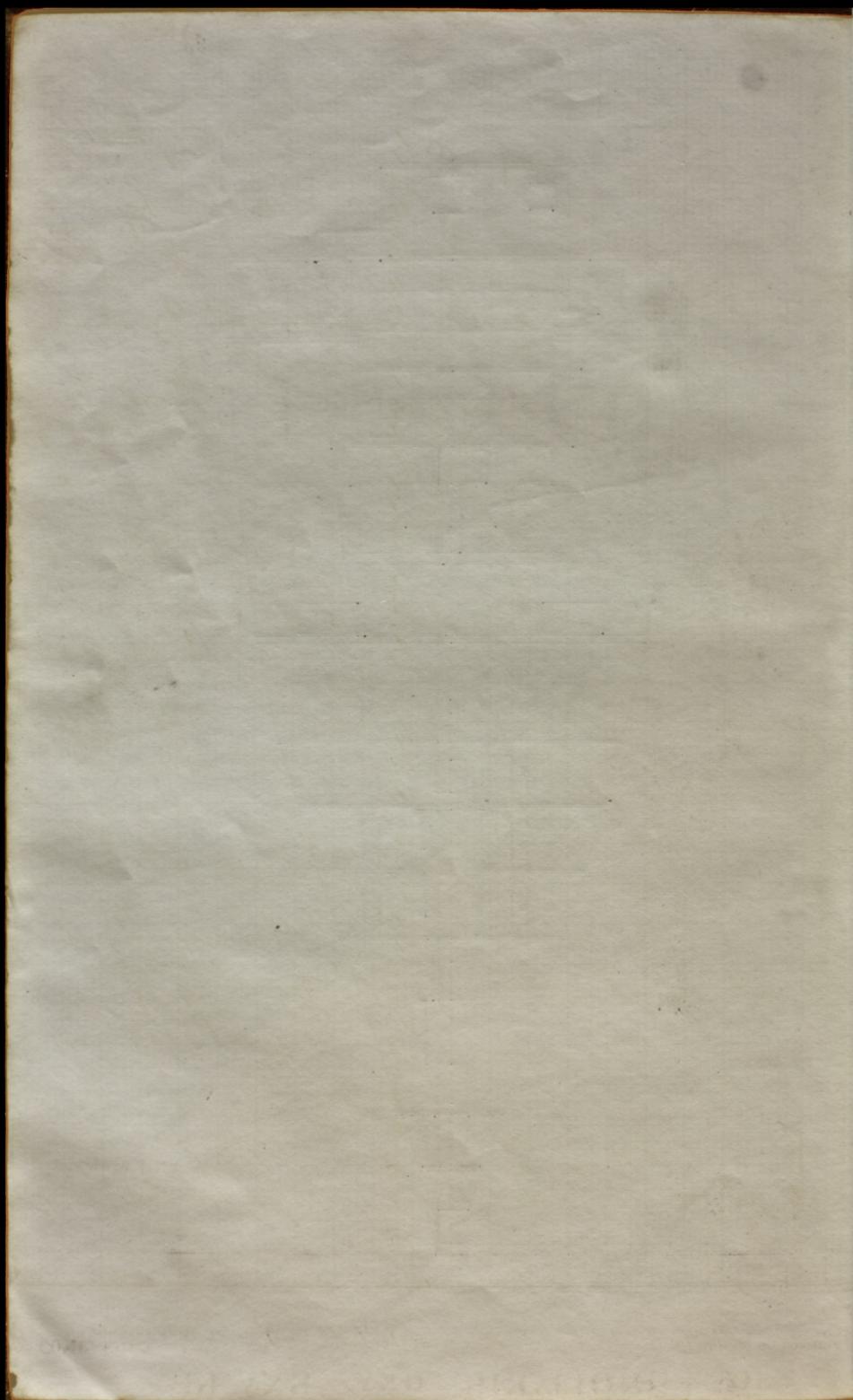


USS Michigan



USRS Wabash





LOG BOOK

OF THE

U. S. S. Essex

3rd — Rate,

of Six Guns,

COMMANDED BY

Commander E. J. Strong, U. S. Navy,

Attached to Training Squadron,

Commencing February 1st, 1896,

at Port Royal, S.C.,

and ending _____, 1896,

at _____

Examining Port



BUREAU OF EQUIPMENT
NAVY DEPARTMENT.

1895.

LIST OF OFFICERS

Attached to and on board of the U. S. S. Essex, commanded by
 Commander Edward S. Strong, U. S. N., during the period covered by this Log Book,
 from February 1st, 1898, to , 1898 .

NAME.	RANK.	NAME.	RANK.
Strong Edward S.	Commander		
Hubbard John	Lieutenant - Ex. Ofcer		
Stewart John W.	Lieutenant - Navigator		
Jordan John W.	Lieutenant		
Fulmer Walter G.	Lieutenant - Grade		
Jackson Elton P.	Ensign		
William George H.	Ensign		
Sellers David Foote	Ensign		
Morris Lewis	Passed Fleet Surgeon		
Escoc Harry E.	Asst Paymaster		
Washington R. H.	Paymaster Clerk		
Rush Richard	Commander		
McKethan Alfred A.	Ensign		

Examined and found to be correct.

LIST OF OFFICERS

Who have died, been detached, or transferred, on board the U. S. S. *ONION*

commanded by Commander E. J. Strong, U. S. N., during the period covered by this Log Book, from February 1st, 1898, to , 18 .

NAME.	RANK.	TIME OF OCCURRENCE AND PARTICULARS.
Jordan John W.	Lieutenant	March 8-1898 Ordered home & granted leave.
Williams Geo. W.	Ensign	March 13-1898 Ordered to U.S.S. Columbia
Fulmer Haller O.	Lieutenant	March 18-1898 Ordered to U.S.S. Puritan
Strong Edward J.	Commander	March 19-1898 Ordered home & granted leave.
Selby David Foster	Ensign	March 19-1898 Ordered to U.S.S. Alliance

Examined and found to be correct.

COMPLEMENT of Petty Officers, Seamen, Ordinary Seamen, Landsmen, Boys, and Marines on board
 of the U. S. S. *Essex*
February 1st 1898.

at first commissioning

NUMBER ALLOWED.	RATES.	NUMBER ON BOARD.	NUMBER ALLOWED.	RATES.	NUMBER ON BOARD.
RATINGS.					
SEAMAN BRANCH.					
Chief Master-at-Arms			Apothecaries		
Master-at-Arms, first class			Equipment		
Master-at-Arms, second class			Engineers		
Master-at-Arms, third class			Yeomen		
Chief Boatswain's Mate			Pay		
Boatswain's Mates, first class			Writers, first class		
Boatswain's Mates, second class			Writers, second class		
Coxswains			Writers, third class		
Chief Gunner's Mate			Buglers, or apprentices for		
Gunner's Mates, first class			Baymen		
Gunner's Mates, second class			Total		
Gunner's Mates, third class			Cabin Steward		
Chief Quartermaster			Cabin Cook		
Quartermasters, first class			Mess Attendant		
Quartermasters, second class			Wardroom Steward		
Quartermasters, third class			Wardroom Cook		
Seamen Gunners			Mess Attendants		
Seamen			Steerage Steward		
Ordinary Seamen			Steerage Cook		
Apprentices			Mess Attendants		
Landsmen			Warrant Officer's Steward		
Total			Warrant Officer's Cook		
ARTIFICE BRANCH.			Mess Attendant		
Chief Carpenter's Mate			Ship's Cooks, first class		
Carpenters' Mates, first class			Ship's Cooks, second class		
Carpenters' Mates, second class			Ship's Cooks, third class		
Carpenters' Mates, third class			Ship's Cooks, fourth class		
Shipwrights			Total		
Blacksmiths			COXSWAIN TO (COMMANDER-IN-CHIEF).		
Plumbers and fitters			Seamen		
Sailmakers' Mates			Apprentices	H.P.	
Painters			Bandmaster		
Total			First Musician		
ARTIFICE BRANCH - ENGLISH ROSE BUD FORCE.			Musicians, first class		
Chief Machinists			Musicians, second class		
Machinists, first class			Printer		
Boilermakers			Yeoman		
Blacksmiths			Steward (to commander-in-chief)		
Coppersmiths			Cook (to commander-in-chief)		
Water Tenders			Mess Attendants		
Machinists, second class			Total		
Oilers			Seamen to do.		
Firemen, first class			Ordinary Seamen to do.		
Firemen, second class			Landsmen to do.		
Coal passers					
Total					
ADDITIONAL FOR FLAGSHIP.					

Examined and found to be correct.

U. S. S

Essex

Description of Instruments used for Meteorological Observations, their Location, &c.

INSTRUMENT.	MARKER.	NUMBER.	LOCATION.	DATE OF LAST COMPARISON.	COMPARED WITH—	ERROR.
MERCURIAL BAROMETER.	Elliott Bros St Martin Lane London	101	Cabin	Sept 21-1897	Plymouth Dock Yard.	- 0.1
ANEROID BAROMETER.	Franca 	22	Mugger Man Garden of Cabin	Sept 21-1897	Plymouth Dock Yard	- 0.23
THERMOMETER, (Dry Bulb.)	Henry J Green	6197	On mugger mash Spar Deck	Sept 20-1897	Standard Com- merial Hall Barbados W. I.	0°-00
THERMOMETER, (Wet Bulb.) (Psychrometer.)	Henry J Green	6198	On Mugger Man Spar Deck	Sept 20-1897	Standard Com- merial Hall Barbados W. I.	0.04 High

Examined and found to be correct.

Navigator.

Of the U. S. S.

ARMAMENT

PRIMARY.

NO. OF GUNS.	CAL.	MARK.	DESCRIPTION.	CARTRIDGE.		PROJECTILES.		CARRIAGES.	REMARKS.
				POWDER.	WEIGHT.	KIND.	WEIGHT.		
43	4 inch	II	Rapier Fire 13 1/4 lbs 7 lbs shell 33 lbs					Not Mount	Dashill Breach Plugs
44	"	"	"	"	"	"	"	23	"
47	"	"	"	"	"	"	"	62	"
48	"	"	"	"	"	"	"	43	"
49	"	"	"	"	"	"	"	44	"
50	"	"	"	"	"	"	"	45	"

SECONDARY.

35	6 Pdr	Cannister Semi	Rapier Fire 3 lbs 1/3 lbs Shell 6 lbs 16.82 Caguerdins					Driggs Schreder P.F.G.	
39	"	"	"	"	"	"	"	95	"
87	"	Energy	"	"	"	"	"	105	"
88	"	Hydro	"	"	"	"	"	106	"
52	1 Pdr.	Hydro	10 lbs 6 lbs	"	"	"	"	54	"
	"	"	"	"	"	"	"	55	"

BOAT ARMAMENT.

Two 1 Pdr. Cage, stands. Nos. 71 and 75 for boats

SMALL ARMS.

173 Lee Wright Full 6 in. Rifle - Model 1895
6 Goldkings Magazine Rifle - Cal. 44 - 2 Remington Rifles - cal. 22
6 Colte S.A. Revolvers - Model 1895.

Examined and found to be correct.

TABLES of Deviation of the Standard Compass No.

on board the U. S. S.

Essex

DATE:	12 Feb 1897				
PLACE OF OBSERVATION:	Barbados, W. I.				
LATITUDE:					
LONGITUDE:					
OBSERVED VARIATION:					
SHIP'S HEAD BY COMPASS.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.
NORTH.	2° 00' E				
N. by E.	3° 30'				
N. N. E.	5° 00'				
N. E. by N.	6° 30'				
N. E.	7° 30'				
N. E. by E.	7° 00'				
E. N. E.	6° 30'				
E. by N.	5° 30'				
EAST.	5° 00'				
E. by S.	4° 30'				
E. S. E.	3° 30'				
S. E. by E.	2° 30'				
S. E.	1° 30'				
S. E. by S.	0° 30'				
S. S. E.	—				
S. by E.	1° 00' W				
SOUTH.	1° 30'				
S. by W.	2° 30'				
S. S. W.	3° 30'				
S. W. by S.	3° 00'				
S. W.	3° 30'				
S. W. by W.	4° 00'				
W. S. W.	4° 00'				
W. by S.	3° 00'				
WEST.	3° 30'				
W. by N.	4° 30'				
W. N. W.	4° 00'				
N. W. by W.	4° 30'				
N. W.	3° 30'				
N. W. by N.	3°				
N. N. W.	1° 30'				
N. by W.	—				

Examined and found to be correct.

Navigator.

LOG of the UNITED STATES

Ship Essex
Or anchor in Port Royal Sound, S.C.

30 Rate,

Hour.	Knots.	Tenths.	Reading of of Pilot Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Lowways.	BAROMETER.	TEMPERATURE.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 1000 ft. Sister Clouds.
					Direction by Standard Compass.	Force.							
A. M.				S S W	N N W	5.7			30.22 57 47 43		b.g.	-	10
1				S W	"	6.7			30.22 57 47 40	"	-	10	
2				"	"	6.7			30.21 57 44 40	"	-	10	
3				"	N W	6.7			30.21 57 44 39	"	-	10	
4				"	"	5.6			30.22 57 41 39	"	-	10	
5				swinging	"	5.6			30.23 57 39 38	"	-	10	
6				"	"	5.6			30.24 57 37 35	"	cir	8	
7				S N x N	N N x N	5.6			30.26 57 37 35	"	"	8	
8				S N N W x N	N N N W	5.6			30.28 54 37 35	"	"	8	
9				N N N W	"	5			30.31 57 36 34	"	-	10	
10				"	"	4.5			30.33 53 36 34	f.m.	-	10	
11				"	"	4			30.37 50 37 30	f.c.m.	cir	9	
Noon.				swinging (fwd)	S W	4.6			30.38 48 39 36	"	"	8	

Position at 8 A. M. { Latitude by

Longitude by

Position at noon : { Latitude by observation

Longitude by observation

Position at noon : { Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

miles.

Distance by Log since preceding noon :

miles.

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by

Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

550 gallons.

Water distilled during the preceding 24 hours,

100 "

Water remaining on hand fit for use at noon,

2300 "

Coal consumed during the preceding 24 hours,

3 tons, 1050 lbs.

Coal remaining on hand at noon,

107 " 1180 "

P. M.	Wind	N N W	6		30.34 45 39 36		f.m. g.	Cir	9
1	S E x S	"	6		30.32 52 40 37	"	"	"	9
2	S x N	"	6		30.31 55 41 35	"	"	"	9
3	S N x S	"	6		30.31 55 43 39	"	"	"	9
4	S. N	"	6		30.32 54 42 40	"	"	"	9
5	S. N x N	"	6		30.32 54 41 37	"	"	"	6
6	SE	S N	6		30.39 52 39 36	"	"	"	7
7	"	"	6		30.41 54 38 36	"	"	"	7
8	"	"	6		30.44 55 39 36	"	"	"	7
9	"	"	5		30.48 55 37 35	"	"	"	8
10	"	"	5.6		30.48 55 36 34	"	"	"	8
11	"	"	5.6		30.49 57 37 36	"	"	"	10
Mid.	flwr.	E N E	5						

under the command of

Commander E. J. Strong

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4⁰⁰ AM

Clear - Slight to very fresh breeze from N. N. W. & N. W. blowing in squalls.
Wind side. Riding between wind and tide entire watch. Moon set at 3⁵⁵

O.P. Jackson

Ensign

From 4⁰⁰ AM to 8⁰⁰ AM

Clear and cold. Stiff to fresh breeze from N. W. to N. N. W. Distilling

AT Distill.

Ensign

From 8⁰⁰ AM to Meridian.

Clear overhead - hazy around horizon, cool. Moderate to fresh breeze
from N. N. W. to N. N. E. Barometta rising then falling. Riding to N.E. till
11⁰⁰ after that between wind and flow current. At 9⁰⁰ mustered at
quarters. Exercised at fire quarters & abandon ship afterwards at
arm & away for distant service.

J. H. Jordan
Lieutenant, U.S.N.

Meridian to 1⁰⁰ PM

Clear and cold. Very fresh breeze in squalls from N. W. Received in
Dept. of Adm. 10 lbs each beef & vegetables and 9c the bread. By
order of Comdg. Officer, C. F. Tamm (A.G.C) was released from confinement
& Murphy (A.G.C) was placed in solitary confinement on bread
& water for two days for refusing to obey orders.

W. H. Hale
Lieutenant, U.S.N.

From 1⁰⁰ P.M. to 8⁰⁰ P.M.

Fair and cool. Fresh breeze from N. N. E. decreasing last hour.
Riding to wind first half with land tide last half.

J. H. Jordan

Ensign

From 8⁰⁰ P.M. to Midnight

Clear and cool. Stiff to fresh breeze from N. N. E. At 8⁰⁰
finished distilling. At 9⁰⁰ commenced swinging to flood.

O.P. Jackson
Ensign

Examined and found to be correct.

John W. Stewart
Lieut. - Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in Port Royal Sound SC

30 Rate,

Hour.	Knots. Tenths.	Reading of Pilot Log.	COURSES STEERED by Standard Compass.	WIND.		Barom.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prev. of Clear sky, in Miles.	State of the Sea.
				Direction by Standard Compass.	Force.						
A. M.	<i>few</i>		SSE	N. N	4	30.57	56 33 31		hang. str.	9	
1			SE	"	3	30.57	55 32 29	"	"	9	
2			"	"	3	30.57	57 30 28	"	"	9	
3			"	"	2	30.52	57 29 28	"	"	9	
4			SE x E	"	3	30.52	57 29 28	"	"	9	
5			E & E	East	3	30.52	57 29 28	t.c.	"	9	
6			swinging	N. x E	3	30.57	58 29 28	t.c.m.	"	9	
7			"	North	4	30.58	58 29 28	t.c.m.	"	8	
8			N. W x N.	N. N	4	30.57	58 29 28	t.c.m.	"	8	
9	<i>underway</i>	<i>various</i>	"	"	3	30.60	48 29 28	"	"	7	
10	"	"	"	"	3	30.57	48 30 29	"	"	6	
11	"	"	N.E	2	2	30.57	53 34 30	"	"	6	
Noon.	"	"	"	"	2	30.57	53 37 35	"	"	5	

Position at 8 A. M. { Latitude by

{ Longitude by

Position at noon : { Latitude by observation

{ Longitude by observation

Position at 8 P. M. { Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

miles.

Distance by Log since preceding noon :

miles.

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by

{ Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *discharged* during the preceding 24 hours,

900 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

4 tons, 520 lbs.

Coal remaining on hand at noon,

103 " 660 "

P. M.											
1		S.S.E	variable	2		30.53	52 40 38	t.c.m.	cumulus	3	
2		engaged in target practice	S.W	3		30.53	52 40 38	"	"	3	
3		"	"	3		30.47	52 40 38	"	"	4	
4		"	"	2		30.40	52 40 38	"	"	2	
5		south	"	2		30.47	52 42 39	"	"	3	
6	<i>swinging & 6th</i>	<i>various</i>	"	2		30.47	53 40 38	"	"	3	
7		N. N. W	N. N. W	3		30.47	53 40 37	"	"	8	
8		N. N	N. S. W	3		30.48	57 40 37	"	"	9	
9		"	"	3		30.49	59 39 37	"	"	9	
10		N. N. W	"	2		30.50	59 38 37	"	"	8	
11		"	"	2		30.50	57 38 36	"	"	7	
Mid.	<i>swinging few.</i>	N. N	West	2		30.50	58 38 36	"	"	7	

under the command of

Commander E. P. Strong

Wednesday Feb. 2nd

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4th AM

Clear and cold. Moderate to light breeze from N.W. Distilling

D. Bellamy
Ensign

From 4th AM to 8th AM

Clear and cool, light haze around horizon. Gentle to moderate breeze from N.W. to N.C. Barometer rising. Riding to port until 5th when swung to starboard. Got out steam launch. Made preparations for getting underway.

J. D. Jordan,
Lieutenant U.S.N.

From 8th AM to Meridian

Clear and pleasant. Gentle breeze from N.W. to N.E. At 8th got underway, took out target and boat and then began to fire target practice. At 12th came to for dinner, port chain 100 fms. at captain. 7½ fm water. Received in Dept of Sticks. 120 lbs each fresh beef & vegetables and 96 lbs bread.

M. McNamee,
Lieutenant U.S.N.

Meridian to 4th P.M.

Cloudy and cool. Light to gentle breeze from S.W. At 10th got underway and engaged in target practice. At 4th re-placing target. U.S. Amphitrite came down and anchored off Bay Point

F. W. Williams,
Ensign

From 4th P.M. to 8th P.M.

Cloudy to clear. Light to gentle breeze from S.W. + N.W. At 4th anchored in 9½ fm. 1½ fm water near old berth. veered to 4th one port chain. C. A. Raphael (A.S.C.) returned from one week's leave of absence.

B. T. Parker,
Ensign

From 8th P.M. to Midnight

Clear and cold. Light to breezy. Distilling

D. Bellamy
Ensign

Examined and found to be correct.

John W. Stewart
Lieut. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in Port Royal Sound S.C.

3rd Rate,

Hour.	Knots.	Tenths.	Reading of Present Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER Height in inches.	TEMPERATURE Ther. at 8 ^o	State of Weather, by symbols.	Forms of Clouds, by symbols.	Prev. of CHAT Skys in Britains Shores.
					Direction by Standard Compass.	Force.							
A. M.													
1				South	West	3			30.50	60 35 36	b.m	-	10
2				S.E	"	3			30.57	62 39 36	"	-	10
3				SSE	"	3.7			30.57	60 39 35	b.m.g	-	10
4				SSC	N.N.W	3.6			30.52	60 35 36	"	-	10
5				C+S	SSE x E	3.6			30.57	61 35 36	"	-	10
6						3.6			30.57	60 35 37	"	-	10
7				N.N.W 1/2 W	N.N.W 1/2 W	3.6			30.60	60 35 36	b.c.m cum	5	
8				S.W x N	N.W x S	3.6			30.59	60 35 33	"	7	
9				"	"	4			30.59	58 34 32	"	"	9
10					"	3.4			30.66	56 36 34	"	"	9
11				N.W	North	3			30.67	57 36 34	"	"	9
Noon	swinging flood.			various	"	3			30.67	57 35 35	"	"	9

Position at 8 A. M. { Latitude by

{ Longitude by

Latitude by observation

Longitude by observation

Position at noon: Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

miles.

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

Current per hour:

miles, set

true.

0 " "

Position at 8 P. M. { Latitude by

{ Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water distilled during the preceding 24 hours,

800 "

Water remaining on hand fit for use at noon,

2900 "

Coal consumed during the preceding 24 hours,

2 tons, 1280 lbs.

Coal remaining on hand at noon,

100 " 1620 "

P. M.													
1	underway		various		North	3			30.67	57 39 35	b.m cum	6	
2			"		"	3			30.66	57 39 36	"	"	6
3			"		"	3			30.66	57 40 35	"	"	6
4			"		"	3			30.63	57 40 42	"	"	8
5	at anchor		S.E		"	3			30.64	56 44 41	"	"	8
6			SE, SSE		NxE	3			30.65	58 43 40	ogm	"	0
7	swinging		South		"	3			30.65	57 41 40	b.c.m	"	6
8	ab		N.W. 28		"	2			30.65	57 40 39	"	"	6
9			"		"	2			30.69	58 29 37	"	"	8
10			"		"	3			30.71	52 39 37	b.m	-	10
11			"		N.N.E	2			30.70	58 37 36	"	-	10
Mid.			"		"	2			30.70	49 35 34	"	-	10

under the command of

Commander E. J. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences am until 4th AM

Clear overcast. Hazy around horizon. Col. Gentle to fresh breeze from N to S. W. Riding between wind and flow and to flow current all the watch.

J. D. Jordan
Lieutenant, U.S.N.

From 4th AM to 8th AM

Clear and cold. Stiff to fresh breeze from N. N. W. to N. N. E. Barometer rising rapidly.

M. H. Howe
Lieutenant, U.S.N.

From 8th AM to Meridian

Fair and cool. Gentle to moderate breeze from N. N. W. first and North. Mustered at quarters at 9th and exercised as follows
1st Div. Cleaning. 2nd Div. Small Arm Instruction. 3rd Div. Practice of Powder Div. Gunnery Instruction Received in Department of 500 lbs. Fresh provisions as follows - Bread 96 lbs. Beef 150 lbs. vegetables 150 lbs. dried magazine fowl cocks.

J. W. Walker
Ensign

Meridian to 4th P.M.

Clear and fine - Gentle Nly breeze. At 12th got underway & engaged in moving target practice with Secondary Battery. At 2nd finished target practice and picked up targets. By order of Comdg. Officer released Lt. Murphy (A. S.C.) placed Lt. L. White (C. S.C.) in solitary confinement on bread & water for 4 days. Hence - Disobedience of orders. Expended in Art. Dept. during practice 72-4" cartridges - 66z-6 Dr. + 55 1/2 Pdr. cartridges. At end of maneuver for anchorage off Bay Point.

J. W. Walker
Ensign

From 4th P.M. to 8th P.M.

Fair and cool - Gentle breeze from S.E. At 4th came to with port anchor in 7 fathoms water hard bottom, 45 fathoms chain. Bearing at anchor - Middle shoal bury 1/4 S. 24° 45' S. 24° 45' S. by N. Anchored. Fire - Sustaining. At 7th made way signal to Amphibite - "Are you going to use the small arm range next week, if not, can we use it?" Amphibite answered as follows: "We will use range until Thursday after which you are welcome to it."

J. W. Walker
Ensign

From 8th P.M. to Midnight.

Fair and cold. Hazy - Light to gentle breeze from S.E. to S.N.E. Barometer rising then falling. At 8th allowed fires to die out under two boilers. Riding to ast.

Examined and found to be correct.

J. D. Jordan
Lieutenant, U.S.N.
John W. Stewart
First Lieutenant, Navigator.

LOG of the UNITED STATES

30 Rate,

Ship Essex
At anchor in Port Royal Sound S.C.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barom.	Locality.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prev. of Other Sky in Miles.	Prev. of Sea State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. att'd.	Dry Bulb.	Air. Wet Bulb.	Water at Surface.			
A. M.					N.E.	2			30.70	57	35° 33'			S.m	-	10
1	Jess				"	2			30.70	53	35° 32'			"	-	10
2					"	3			30.70	53	35° 33'			"	-	10
3					"	3			30.70	53	35° 32'			"	-	10
4					"	3			30.70	53	35° 32'			"	-	10
5					"	3			30.68	58	36° 34'			"	-	10
6					"	3			30.68	58	36° 34'			"	-	10
7					"	3			30.68	58	35° 33'			"	cum	8
8				N.N.E.	N.N.C.	3			30.73	54	38° 37'			"	cir	6
9				"	"	3.4			30.73	54	32° 41'			"	"	8
10					E.N.E.	4			30.74	56	41° 42'			"	cir	6
11					"	4			30.74	56	41° 42'			"	"	6
Noon.				N.W.	N.E.	4			30.73	56	46° 48'			"	"	6

Position at 8 A. M. { Latitude by
 Longitude by

 Latitude by observation
 Longitude by observation

 Position at noon : { Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

miles.

Distance by Log since preceding noon :

miles.

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by
 Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water ~~distilled~~ during the preceding 24 hours,

300 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

1 tons, 1920 lbs.

Coal remaining on hand at noon,

98 " 1940 "

P. M.																	
1					N.E.	4			30.71	56	46° 48'			"	cum	6	
2	swinging & Jess			various	E.N.E.	4			30.69	58	49° 46'			"	"	8	
3				S.E.	East	4			30.67	59	52° 48'			"	"	5	
4				"	"	4			30.66	58	57° 48'			"	"	5	
5				"	"	4			30.66	58	49° 49'			"	"	8	
6				"	"	4			30.64	56	48° 47'			"	"	8	
7				S.E. x E	"	4			30.63	58	46° 46'			"	"	7	
8	swinging & Jess			various	E.N.E.	3			30.64	59	45° 44'			"	"	7	
9				N.W.	"	2			30.64	61	44° 43'			a few overcast	6		
10				N.W. x N	"	2			30.65	60	43° 42'			overcast	8		
11				"	North	3			30.65	59	43° 41'			"	"	5	
Mid.				"	"	3			30.62	58	42° 41'			"	"	5	

under the command of

Commander E. P. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences fair until 4⁰⁰ AM

Clear - Light to gentle N.E. breeze. Distilling. From 1⁰⁰ to 2⁰⁰ during
to flint.

M. W. Hulme

Lieutenant. U.S.N.

From 4⁰⁰ AM to 8⁰⁰ AM

Fair and cool. Misty. Gentle N.E. breeze.

From 8⁰⁰ AM to Meridian.

Fair and pleasant. Gentle to moderate breeze from N.E. to E.
At 9⁰⁰ mustered and inspected at quarters after which exercised
Downwards as follows: 1st Pistols & Infantry. 2nd Infantry
3rd Gunnery Inspection & setting up powder. Infantry. 4th
"U.S.B. Foot" stood out. Frederick J. Sullivan (Oiler) reported Captain
of expedition. At 11⁰⁰ "Amphylich" made signal (w.w.) "what is
the height of your main truck from water line." Answered (w.w.)
1325 feet. Laying out small arm target range & butts on shore.

Jno. W. Williams
Ensign

O. P. Hartman
Ensign

Meridian to 4⁰⁰ P.M.

Clear - cool and pleasant. Moderate breeze from N.E. to East.
Sent forward Powder Division and Starboard watch of First
Division ashore for small open practice. Discharge from
the Naval Service Frederick J. Sullivan (Oiler) with ordinary
discharge, expiration of enlistment.

D. S. Brown
Ensign

From 4⁰⁰ P.M. to 8⁰⁰ P.M.

Fair and cool - hazy. Moderate to light breeze from E
to NE. Barometer falling then rising. Riding to Flots during
last half hour of watch. Hoisted in steam launch.

J. W. Jordan
Lieutenant. U.S.N.

From 8⁰⁰ P.M. to Midnight.

Clear to fair. Light to gentle breeze from N.E. to the North.

M. W. Hulme
Lieutenant. U.S.N.

Examined and found to be correct.

John W. Stewart
Lieut. - Navigator.

LOG of the UNITED STATES

30 Rate,

Ship Essex
At anchor in Port Royal Sound. SC

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Sky, in tenths.	
					Direction by Standard Compass.	Force.		Ideal.	Latitude.	Height in inches.	Ther. att'd.	Air. DRY.	Air. WET.	
A. M.				North	N. N. E.	2			30.57	56	43	42		b.c.m
1				various	South	2			30.57	57	42	41	"	cu
2	<i>swinging to starboard</i>			SSE	N. N. W.	2			30.57	57	42	41	"	2
3				S.E. x S	"	2			30.57	57	42	41	"	2
4				"	"	2			30.57	57	42	41	"	1
5				"	"	3			30.57	57	44	42	"	3
6				"	"	2			30.57	59	44	42	"	3
7	<i>swinging to port</i>			East	"	2			30.57	58	44	42	"	2
8				N. N. E.	North	2			30.49	57	40	44	"	6
9				N. N. x N.	N. N. E.	2			30.49	52	47	46	"	6
10				"	"	2			30.48	55	52	57	"	8
11				"	N. E.	1			30.47	59	54	52	"	8
Noon.				"	"	1			30.46	59	56	53	"	8

Position at 8 A. M. { Latitude by
Longitude by

Position at noon : { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

miles.

Distance by Log since preceding noon :

miles.

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water *distilled* during the preceding 24 hours,

600 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

2 tons, — lbs.

Coal remaining on hand at noon,

96 " 1940 "

P. M.														
1				N. N. x N.	S. E.	12			30.41	60	57	57	b.c.m	ex-cu
2	<i>swinging to starboard</i>			"	"	12			30.40	60	57	57	"	1
3				SSE	N. N. W.	28			30.39	60	57	57	o.c.m	cu
4				"	"	4			30.37	60	57	55	"	0
5				"	"	2			30.37	60	55	54	"	0
6				"	"	12			30.37	60	57	53	"	0
7				"	"	3			30.39	60	53	52	"	0
8	<i>swinging to port</i>			E x N	N. N. W.	3			30.40	64	53	51	"	0
9				various	"	3			30.40	66	52	51	"	0
10				N. N. x N.	"	3.2			30.40	64	51	50	o.c.m.d	0
11				"	"	2			30.41	64	51	50	o.c.m.f	0
Mid.				"	"	2			30.40	63	51	50	o.c.m	0

under the command of

Commander E. P. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4^{th} AM
Cloudy and cool - Light breeze from between N. N. E and N. N. W.
Swinging to port second hour.

See W. Wilson
Ensign

From 4^{th} AM to 8^{th} AM
Cloudy to fair - Misty - Light breeze from N. N. W. & North.
Commenced swinging to ebb at 7^{th}

O. T. Mackay
Ensign

From 8^{th} AM to Meridian
Clear and pleasant - Light breeze to light air from N. N. E to N. E
Sent forward powder and first Divisions ashore for small arm
target practice. Engaged in painting starboard side of ship
outside. J. J. Davis (A. S. C) and H. H. Knappatch (A. S. C) left during
party on shore and failed to return to the ship.

H. G. Bellard

Ensign

Meridian to 4^{th} P.M.
Cloudy and hazy, temperature falling. Light air to light breeze
from S. E shifting to N. W. and increasing to a moderate breeze.
Barometer falling then steady. Riding to port till 2^{nd} when swinging
to port. 1st & 2nd Divisions ashore at small arm practice
painting ship. Received in Dept. of Supplies & Acc'to. 150 lbs each beef & vegetables
& 96 lbs bread.

J. W. Jordan,
Lieutenant, U. S. N.

From 4^{th} P.M. to 8^{th} P.M.
Cloudy & hazy. Light to gentle breeze from N. W. to N. N. W. Flying party
returned from shore. J. J. Davis (A. S. C) and H. H. Knappatch (A. S. C) of
returned to ship having been absent without leave since the
forenoon.

M. H. Holmes
Lieutenant, U. S. N.

From 8^{th} P.M. to Midnight
Overcast - misty - drizzling passing showers last half-
cool - light to gentle breeze from N. N. W. Riding to ebb

See W. Wilson
Ensign

Examined and found to be correct.

John W. Stewart
Lieut. Navigator.

LOG of the UNITED STATES

30 Rate,

Ship Essex
At anchor in Port Royal Sound, S.C.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer.	Temperature.	State of Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Sky, in tenths.
					Direction by Standard Compass.	Force.	Heel.					
A. M.				N.N.W.								
1					N.N.W.	2		30.46	62 57 47	"		5
2				swinging & float.		3		30.40	61 49 48	"		2
3						4		30.40	60 48 47	"		0
4				E.E				30.40	60 48 47	"		0
5				S.E				30.41	60 48 46	"		0
6					North	5		30.41	60 48 46	"		0
7						6		30.42	62 44 43	"		0
8				E.S.E		7		30.42	63 44 43	b.c.mg	"	5
9				South		8		30.43	66 44 43	b.c.mn	"	5
10				N.W.		9		30.43	66 46 44	"	"	6
11						10		30.43	62 46 44	"	"	6
Noon.				N.N.W.		11		30.45	61 47 45	"	"	6

Position at 8 A. M. { Latitude by
 { Longitude by
 { Latitude by observation
 { Longitude by observation
 { Latitude by D. R.
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water ~~distilled~~ during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.												
1				N.N.W.	North	3		30.46	62 57 45	b.c.m	cu	8
2						2		30.42	62 53 57	"	"	8
3				swinging & float.		2		30.42	62 53 57	"	"	8
4				North	N.N.W.	3		30.41	62 54 57	"	"	8
5				S.E		4		30.41	60 53 57	"	"	8
6				S.E & S		5		30.41	60 53 57	"	"	8
7						6		30.41	60 57 50	"	"	6
8						7		30.41	60 57 49	"	"	6
9						8		30.42	60 49 46	"	"	6
10				swinging & float.		9		30.43	64 47 46	"	"	8
11				E.E	North	10		30.44	64 47 46	"	"	9
Mid.				N.N.E	N.N.W.	11		30.44	64 47 46	b.m	-	10
					North	12		30.45	64 46 42	"	-	10

under the command of

Commander E. P. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

- Commences and until 4^{th} AM
Cloudy to overcast. Light to moderate breeze from N. N. W. At 2^{nd}
commenced. swinging to Glow.
T. P. Lachan
Ensign
- From 4^{th} AM to 8^{th} AM
Overcast - clearing last hour. Moderate to stiff breeze from
North to N. N. E.
A. D. Miller
Ensign
- From 8^{th} AM to Meridian
Cool, and hazy. Moderate to stiff breeze from N. N. E. Barometric
rising after 10 AM. Riding to ebb current. At 9^{th} mustered at
quarters. Comdg. Officer inspected ship and crew. A stimulus
read general orders and articles for better government of the
ship, and held general muster on gun deck. Comdg. Officer
held Divine Service on Gun Deck.
J. M. Jordan
Lieutenant, U.S.N.
- Meridian to 4^{th} P.M.
Clear - Light to gentle breeze from the North to N. N. W. Recd
in Dept. of St. L. 100 lbs each beef + vegetables + 95 lbs bread.
By order of Comdg. Officer. J. C. Steenman (F.C) was water-dicker.
M. H. Greene
Lieutenant, U.S.N.
- From 4^{th} P.M. to 8^{th} P.M.
Fair and cool. Gentle breeze from N. N. W. and North. Riding
to Glow.
J. M. Jordan
Ensign
- From 8^{th} P.M. to Midnight
Clear & fine. Bright moonlight. Light to gentle breeze from
North to N. N. W. At 9^{th} commenced swinging to ebb.
T. P. Lachan
Ensign

Examined and found to be correct.

John H. Strong
First Lt. *Navigator.*

LOG of the UNITED STATES

Ship Essex
At anchor in Port Royal Sound. SC

25 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Sky, in Miles.	State of Water.	
					Direction by Standard Compass.	Force	Heel.	Leeway.	Height in inches.	Ther. att'd.	Air. Dry Bth.	Air. Wet Bth.	Water at Gunwale.
A. M.				N. N. W.	North	2			30.44	62 48 44			
1				"	"	2			30.44	62 42 40	"	"	9
2				N.E.	"	3			30.44	61 41 39	"	"	9
3				E.S.E.	"	3 1/2			30.44	60 41 39	"	"	10
4					"	2			30.44	61 41 39	"	"	10
5				S.E.xS	"	2			30.44	61 41 39	"	"	10
6					"	2			30.44	61 40 35	"	"	7
7				S.E.	"	2			30.44	63 40 35	"	"	3
8				"	"	5			30.44	63 40 35	"	"	6
9				E 1/2 S	"	2			30.57	57 42 40	"	"	10
10				South	N. N. E.	3			30.57	56 45 42	"	"	10
11				N. N. W.	"	3			30.57	59 46 44	"	"	10
Noon.				"	N.E.	5			30.57	59 45 44	"	"	10

Position at 8 A. M. { Latitude by
 { Longitude by
 { Latitude by observation
 { Longitude by observation
Position at noon: { Latitude by D. R.
 { Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

Distance by Log since preceding noon :

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by
 { Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon, tons, 2000 lbs.

P. M.													
1				N. N. x N	N.E.	2			30.57	61 50 45	"	-	10
2				"	S.E.	2			30.47	62 52 52	b. c. m.	c. c.	5
3				"	"	2			30.47	63 54 52	"	"	8
4				various	"	2			30.47	63 54 52	"	"	9
5				S.E.xS	"	2			30.47	62 50 47	"	"	9
6				"	"	2			30.46	62 49 47	"	"	6
7				"	"	2			30.46	62 48 46	"	"	6
8				"	"	2			30.46	62 48 46	"	"	6
9				Swinging & etc	S.E.	1			30.46	63 48 47	"	"	10
10				North	North	1 1/2			30.49	64 47 46	"	-	10
11				N. N. x N	"	1			30.49	62 47 46	"	-	10
Mid.				"	"	1			30.57	62 47 46	"	-	10

under the command of

Commander E. J. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences fair until 4⁰⁰ P.M.
Clear - bright moonlight - Light to moderate breeze from North

D. Bell R.

Ensign

From 4⁰⁰ A.M. to 8⁰⁰ A.M.
Fair and cold. Light to gentle breeze from North. Barometer
rising. Bent 2nd Division ashore for target practice

J. A. Jordan,
Lieutenant, U.S.N.

From 8⁰⁰ A.M. to Meridian
Clear and cool. Gentle breeze from the North to N.E. Between
9⁰⁰ & 10⁰⁰ swinging to E.E. Flying party ashore returned at 12⁰⁰
Painting ship's port side. Key border of Comdg. Officer the following
change in rating were made to take effect from Feb. 5th 1898.
B. C. P. (F.C.) by F. C. and J. Conway (C.P.) to F. C.

M. A. McMurtry
Lieutenant, U.S.N.

Meridian to 4⁰⁰ P.M.
Fair and cool. Light breezes from N.E. shifting to S.E. Sent 32 and
Officer Powder Division ashore for target practice. By order of
Commanding Officer released W. L. White (A.S.C.) from confinement
and placed under cover (A.S.C.) in solitary confinement on bread
and water for insolence and disrespect. A Revenue Cutter ^{was} bound
up Bearfoot River. Received in Department Store 1000
provisions as follows: Beef 118^{1/2} lbs. Vegetable 118^{1/2} lbs. Bread
95 lbs.

H. H. Martin
Ensign

From 4⁰⁰ P.M. to 8⁰⁰ P.M.
Fair to clear. Light S.E. breezes. - J. Cummings (A.S.C.) and A. P.
Brady (A.S.C.) absent without leave - Having left flying party
on shore - Riding to town.

O. P. Jackson
Ensign

From 8⁰⁰ P.M. to Midnight
Clear and fine - Bright moonlight - Light N.E. air. Finished
distilling at 9⁰⁰

D. Bell R.
Ensign

Examined and found to be correct.

J. H. Stewart
First + Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in Port Royal Sound. 35 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Fores.	Heel.	Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Sun Sky in miles.	State of the Sea
					Direction by Standard Compass.	Force.								
A. M.				N. N. W.	North	1			30.50	62 46 46	fc m	cir-cu	2	
1				"	"	1			30.50	63 40 40	fc m w	"		
2				"	"	2			30.50	61 40 40	"	"	2	
3				swinging left.	"	2			30.49	60 45 45	"	"	2	
4				various	N. N. W.	2			30.49	63 45 45	"	"	2	
5				S. E. x S	N. N. E.	2			30.49	63 45 44	"	"	3	
6				"	"	2			30.49	63 44 43	"	"	2	
7				"	"	1/2			30.49	64 44 43	o c m	cu	0	
8				"	N. E.	2			30.50	57 40 44	o c m	cir-cu	6	
9				swinging left	S. E.	3			30.50	54 47 48	"	"	6	
10				"	N. E.	3			30.50	55 53 57	"	cl-cu	6	
11				N. N. W.	"	2			30.57	53 54 53	"	"	6	
Noon.				"	"	2			30.57	54 53 54	"	"	6	

Position at 8 A. M. { Latitude by
 { Longitude by
 { Latitude by observation
 { Longitude by observation
 Position at noon: Latitude by D. R.
 { Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

Distance by Log since preceding noon :

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by
 { Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water ~~distilled~~ during the preceding 24 hours, 600 "

Water remaining on hand fit for use at noon, 2700 "

Cop consumed during the preceding 24 hours, 1 tons, 14 80 lbs.

Coal remaining on hand at noon, 91 " 17 40 "

P. M.														
1				N. N. W.	E. N. E.	3			30.49	57 56 52	b. c. m	cu	5-	
2				N. N. W.	East	3			30.47	57 57 54	"	"	5	
3				"	E. N. E.	3			30.46	57 56 54	"	cu-cu	4	
4				N. 1/2 W.	East	3			30.47	57 55 54	"	"	5	
5				swinging left	S. E.	3			30.47	57 56 54	"	"	5-	
6				S. E. x S	"	3			30.47	57 56 53	"	"	2	
7				"	"	3			30.47	57 55 57	"	"	2	
8				"	"	2			30.47	57 52 51	"	"	5	
9				"	"	1			30.47	60 57 51	b. c. m	"	3	
10				swinging left	S. E.	1			30.48	62 57 50	"	"	2	
11				various	N. N. W.	1			30.48	62 57 50	"	"	4	
Mid.				"	"	1			30.48	62 57 50	"	"	4	

under the command of

Commander E. J. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4^{th} P.M.
Fair - cool and hazy. Light air to gentle breeze from N.
to N.N.W. Barometer steady then falling. Riding to left current.

J. A. Jordan,
Lieutenant, U.S.N.

From 4^{th} AM to 8^{th} AM
Cloudy - Light to gentle N.E. to N.E. breeze. Sent party ashore
at 8^{th} to fire at target. Executed morning orders.

M. H. Mullings
Lieutenant, U.S.N.

From 8^{th} AM to Meridian
Cloudy. Light and gentle breeze from N.E. At 9^{th} mustered at
quarters. A. P. Brandt and J. C. Cummings (A.P.C.C.) absent without leave.
A. P. Brandt and J. C. Cummings (A.P.C.C.) returned on board having made
the firing party ashore - After Powder Division engaged in target
practice ashore with small arms.

A. W. McGuire
Ensign

Meridian to 4^{th} P.M.
Fair - Gentle breeze from N.E. By order of Comdg. Officer placed J. C.
Cummings (A.P.C.C.) and A. P. Brandt (A.P.C.) in double ironer for seven days
for leaving firing party on shore and remaining absent without
authority. Received from Dept. of S. & T. 118 $\frac{1}{4}$ lbs. each of beef
vegetable + 95 lbs. fresh bread. Engaged in small arm target
practice on shore. Exercise at exposing to gallant yards

O. J. Jackson
Ensign

From 4^{th} P.M. to 8^{th} P.M.
Cloudy and cool - Gentle to light breeze from East. Examined
disabling fat 4^{th}

H. Bellamy
Ensign

From 8^{th} P.M. to Midnight
Pleasant and hazy - Heavy dew. Light air from E to
N.E. Barometer rising then steady. Riding to port 10^{th} .
After 11^{th} riding to left.

J. A. Jordan
Lieutenant, U.S.N.

Examined and found to be correct.

John W. Stewart
Lieut. - Navigator.

LOG of the UNITED STATES

Ship Cesia
At anchor in Port Royal Sound, SC

35 Rate,

Hour.	Knots.	Tensile.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clouds S.S. in 10ths.	State of the Sea.	
					Direction by Standard Compass.	Force.	Heel.	Lever.	Height in inches.	Therm. att'd.	Abs. Hg. in in.	Abs. Temp. in deg.	Water at Surface.
A. M.				N. N. E.	N. E.	2			30.47	62 57	58		
1				"	"	2			30.47	63 55	57	"	3
2				"	"	2			30.47	62 50	57	"	3
3				"	"	2			30.47	62 49	49	"	5-
4	swinging to N. N. W.			S. S. E.	N. N. E.	2			30.47	62 49	49	"	5-
5	swinging to N. N. W.			S. S. E. x S.	N. N. E.	2			30.47	62 49	49	"	5-
6	swinging to N. N. W.			"	"	2			30.47	62 49	49	b. c. m.	5-
7				"	"	2			30.47	62 49	49	"	5-
8				S. S. E.	"	3			30.47	62 49	49	"	5-
9				S. S. E. x S.	N. E.	2			30.47	60 52	57	"	5-
10	swinging to S. E.			East	"	2			30.47	60 52	57	St. - u	0
11	swinging to S. E.			N. N. W.	"	2			30.47	60 52	57	"	0
Noon.				East	"	2			30.47	59 58	55	c. - u	0

Position at 8 A. M.

{ Latitude by

{ Longitude by

o

"

"

"

Position at noon:

{ Latitude by observation

{ Longitude by observation

o

"

"

"

Latitude by D. R.

o

"

"

"

Longitude by D. R.

o

"

"

"

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour:

miles, set

true.

o

"

"

"

Position at 8 P. M. { Latitude by

{ Longitude by

o

"

"

"

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water ~~distilled~~ during the preceding 24 hours,

600 "

Water remaining on hand fit for use at noon,

2800 "

Coal consumed during the preceding 24 hours,

3 tons, 960 lbs.

Coal remaining on hand at noon,

88 " 780 "

P. M.													
1				N. N. W.	S. E.	1/2			30.49	60 60	59	b. c. m.	0
2				"	"	1			30.48	63 62	60	b. c. m.	6
3				"	"	1			30.47	64 63	62	"	5
4				"	"	1			30.46	64 65	63	"	6
5	swinging to N. N. W.			E. N. E.	"	1			30.46	65 64	61	"	6
6	swinging to N. N. W.			S. E.	"	1			30.46	65 61	59	"	5
7				"	Calm	0			30.47	65 57	55	"	5
8				"	"	0			30.47	65 53	52	"	5
9				"	S. E.	1			30.47	64 57	53	b. c. m.	5
10				"	"	1			30.49	65 57	57	"	5
11	swinging to S. E.			E. N. E.	"	1			30.49	63 57	57	"	5
Mid.				S. E. x S.	"	1			30.49	62 57	57	"	5

under the command of

Commander C. J. Strong, U. S. Navy,
Wednesday Feb. 9th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4⁰⁰ AM
Cloudy and damp. Light N.E. breeze.

From 4⁰⁰ AM to 8⁰⁰ AM
Cloudy and misty. Light to gentle breeze from N.E. Wind made
just now. Sent firing party ashore lat 8°⁰⁰

M. H. Mulligan Lieutenant U.S.N.

J. W. Thompson

Ensign

From 8⁰⁰ AM to Meridian
Cloudy & misty. light breeze from N.E. At 9⁰⁰ mounted
at quarter - Navigation Division engaged in small arm target
practice ashore. At 11⁰⁰ lighter fires in boiler "A.B." At 11⁰⁰
commenced swinging to ebb.

O.P. Jackson

Ensign

From Meridian to 4⁰⁰ P.M.
Fair and pleasant. Light S.E. by air. At 1⁰⁰ called all hands up
anchor - got underway and stood off Port Royal sound. At 3⁰⁰ made
fast to upper buoy off Port Royal Naval Station with port
chain. Draft of ship forward 13' 5" - a ft. 16' 9". At 1⁰⁰ made
general signal to "Amphitrite" ship 4890. which was answered
by the affirmative German. Received the following msg. was
message from "Amphitrite" - To Commanding Officer Please
take upper buoy off Naval Station.

A. D. Bellot

Ensign

From 4⁰⁰ P.M. to 8⁰⁰ P.M.
Pleasant and hazy. Calm & light S.E. by air. Barometer
steady then rising. Allowed fires to die out under two
buoys. "U.S. Amphitrite" came in and made fast to buoy.
Received on board via Dept. of Supplies & Acc'ts. 118^{1/2} lbs fresh
beef and vegetables and 195 lbs bread.

J. M. Jordan

Lieutenant U.S.N.

From 8⁰⁰ P.M. to Midnight
Clear and pleasant. Very damp. Light air from S.C.
swinging to ebb between 11 & 11^{1/2}

M. H. Mulligan

Lieutenant U.S.N.

John Stewart
First & Navigator.

Examined and found to be correct.

under the command of

Commander E. P. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4^{th} AM
Fair and cool - Misty - Light air from N.E.

Jos. T. Molineux
Ensign

From 4^{th} AM to 8^{th} AM
Fair - Calm to light N.Ely air

W. Parker
Ensign

From 8^{th} AM to Meridian

Cloudy and pleasant - Light N.Ely air. At 9^{th} mustered at
quarters after which $\frac{1}{2}$ and $\frac{1}{2}$ divisionary exercises at
Company drill. By order of Commanding Officer con-
tinued Grappling (9.3c) for ten days in double iron. For
repeated occurrence of border.

D. S. Abbott.
Ensign

Meridian to 4^{th} P.M.

Pleasant and hazy - Light air to moderate breeze from
N.E to E. Barometer falling then steady. Riding to abt. Seven out
clocking & small stores received on board in Dept. Supplies
& Acc'ts. 118 $\frac{1}{2}$ lbs each bunk beef and vegetables and 95 lbs
bread purchased this date with Honorable discharge, by
reason of expiration of term of enlistment, Carl Bohman (C. 12).

J. A. Jordan,
Lieutenant. U.S.N.

From 4^{th} P.M. to 8^{th} P.M.

Fair - Light breeze to light air from the East.

M. H. Molineux
Lieutenant. U.S.N.

From 8^{th} P.M. to Midnight

Fair - misty and damp - Light air and breeze from
East and N.E. Ebb made at 11^{th}

Jos. T. Molineux
Ensign

Examined and found to be correct.

John W. Stewart
Lieut. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in Port Royal, S.C.

35 Rate,

Hour.	Knots.	Tides.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clouds, by S.S. in Miles.	State of the Seas.	
					Direction by Standard Compass.	Force.		Heel.	Leeway.	Height in inches.	Ther. att'd.	Air. D. B.	Air. Wet. D. B.	Water at Surface.	
A. M.				N. N. x N	N. E.	1				30.46	62.50	40	"	B. m. m.	cir-cum 5
1				"	"	1				30.47	61.50	50	"	"	5
2				"	"	1				30.47	59.50	50	"	"	4
3				"	"	1				30.47	58.50	50	"	"	6
4				"	"	1				30.47	58.40	50	"	"	6
5	Forenoon, to flow			E. N. G	S. E.	1				30.47	58.40	49	"	"	6
6				S. N. G	E. S. E.	2				30.47	59.40	49	"	B. m. m.	cir-cum 4
7				"	E. S. E.	2				30.49	59.50	50	"	"	5
8				"	"	2				30.50	60.50	53	"	"	2
9				"	"	2				30.50	59.50	53	"	"	5
10				"	East	2				30.57	61.60	59	"	cirrus	6
11				"	"	2				30.57	61.60	62	"	scat.	6
Noon.				"	E. S. E.	2				30.51	61.71	68	"	"	7

Position at 8 A. M. { Latitude by

{ Longitude by

Position at noon: { Latitude by observation

{ Longitude by observation

Position at noon: { Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by

{ Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water ~~distilled~~ during the preceding 24 hours,

500 gallons.

500 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

2 tons, 560 lbs.

Coal remaining on hand at noon,

84 " 1420 "

P. M.															
1				N. N. x N	E. S. E.	2				30.50	63.66	67	"	B. m. m. 6	
2				N. N.	S. E.	2				30.47	66.69	67	"	"	5
3				"	"	2				30.47	66.70	67	"	"	5
4				N. N. x N	"	2.5				30.47	67.68	65	"	"	5
5				"	E. S. E.	2				30.47	67.68	66	"	"	5
6				North	"	2				30.47	67.64	62	"	"	5
7				S. E.	"	2				30.47	66.63	62	"	cumulus	4
8				"	"	2				30.47	66.60	62	"	"	6
9				"	"	2				30.47	66.60	62	"	"	7
10				"	S. E.	2				30.47	67.61	61	"	"	8
11				"	"	2.5				30.46	67.61	61	"	"	F
Mid.				"	"	2				30.46	67.60	60	"	"	6

under the command of

Commander E. P. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4⁰⁰ AM
Fair - Light NELY air Riding to Port.

O.P. Parker
Ensign

From 4⁰⁰ AM to 8⁰⁰ AM
Cloudy - Light air to light breeze from S.E. to E.S.E.

A.C. Miller
Ensign

From 8⁰⁰ AM to Meridian.
Pleasant and hazy - Light breeze from E to E.S.E. Barometer rising
then steady. Riding to Port. At 9⁰⁰ mustered at quarter. Exercised
Apprentices at General Quarters. At 10⁰⁰ exercised Apprentices
in hoisting and furling T. Henry (Apoth.) reported his term of
enlistment as having expired.

J. J. Jordan
Lieutenant, U.S.N.

Meridian to 4⁰⁰ P.M.

Fair weather - Light to gentle breeze from E.S.E. to S.E. Sun 2⁰⁰ 4⁰⁰
cutters ashore to spray bright wood-work. Dinner from Naval
Station 24 coaling baskets. Received in Dept. of St. 10 lbs each
fresh beef & vegetables & 9⁰⁰ lbs bread. By order of Comdg. Major
F. D. Boyd (A.S.C) was released from confinement, term having been fixed
and F.C. Hersey (A.S.C) was placed in solitary confinement. On five
days on bread and water. Hence - using disrespectful language
in speaking to an Officer. Exercised sending up and down
light yards.

M.W. True
Lieutenant, U.S.N.

From 4⁰⁰ P.M. to 8⁰⁰ P.M.

Cloudy to Fair - Light breeze from E.S.E. Flood made at 5⁰⁰

G.W. Williams
Ensign

From 8⁰⁰ P.M. to Midnight.

Fair - Light to gentle breeze from S.E. to E.S.E. Riding to Port.

O.P. Parker
Ensign

Examined and found to be correct.

John W. Stewart
Lieut. - Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in Port Royal S.C.

30 Rate,

Hour.	Knots. Tens.	Reading of Pilot Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer in inches.	Ther. at d.	TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop of Clouds, by symbols.	Prop of Sky, in 10ths.	State of the Sea.
				Direction by Standard Compass.	Force. Beaufort.			Heel.	Layway.	Air-Dry Bath.	Air-Wet Bath.				
A. M.															
1			S. S. E. N. W.	S. E. South	2	30.43	67	60	60	"	"	b.c.m.w	cw	6	5
2					2	30.40	66	60	60	"	"	"	"	2	
3					2	30.39	65	57	57	"	"	"	"	6	
4					2	30.39	65	57	57	"	"	"	"	6	
5					0.1	30.38	65	57	57	"	"	"	"	8	
6					0.1	30.38	65	56	56	"	"	cirro cw	"	6	
7			E. S. E.	S.S. W.	0.1	30.39	65	57	57	b.c.m.	"	"	"	6	6
8			S. E.	S. W.	1	30.40	65	57	57	"	"	"	"	5	
9			N.E. x S	West	1	30.41	65	61	61	"	"	oc-slo	"	2	
10				H. S. W.	2	30.41	64	64	63	"	"	"	"	2	
11					1	30.41	65	66	64	"	"	"	"	4	
Noon.				West	1	30.41	65	71	67	"	"	"	"	6	

Position at 8 A.M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour : miles, set true.

Position at 8 P.M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water ~~distilled~~ during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.															
1			H. N. H.	West	2	30.88	63	74	69	b.c.m	cw-sh	5	"	4	
2			N. W.	South	2	30.86	65	63	61	"	"	"	"	4	
3			"		2	30.40	65	63	62	"	"	"	"	4	
4			"	S. W.	2	30.40	66	68	65	"	"	"	"	3	
5			"		1	30.40	66	63	62	"	"	"	"	2	
6			"		1	30.40	66	65	68	"	"	"	"	2	
7			South	East	1	30.41	65	60	59	b.c.m.w	cw	4	"	4	
8			S. E.	"	1	30.42	66	60	60	"	"	"	"	6	
9			S. E. x S	"	1	30.43	66	60	60	"	"	"	"	7	
10			S. E.	"	1	30.43	66	60	60	"	"	"	"	7	
11			S. E. x S	"	1	30.42	66	58	58	"	"	"	"	7	
Mid.				"	1	30.42	64	58	58	"	"	"	"	6	

under the command of

Commander E. S. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4⁰⁰ AM
Fair - heavy dvr. Light S by breeze.

D. S. Bellows
Ensign

From 4⁰⁰ AM to 8⁰⁰ AM

Pleasant and hazy. Calm and light airs from S to S.W. Barometer rising. Swung to port at 6⁰⁰ Coal lighter came alongside at 7⁰⁰ Starboard coaling ship at 7⁰⁰

J. J. Jordan
Lieutenant, U.S.N.

From 8⁰⁰ AM to Meridian

Cloudy to fair. Light airs to light breeze from the West to N. S. W. At 10⁰⁰ finished coaling and started to clean up. Became in Egypt. Depth of $\frac{146}{2200}$ tons coal. By order of Commanding Officer G. F. Sheahan (A. S. C.) and E. L. Gray (G. S. C.) were confined in double iron for four days. Offense - malicious mischief.

M. H. Hyatt
Lieutenant, U.S.N.

Meridian to 4⁰⁰ P.M.

Cloudy and pleasant - Light breeze from West South and S.W. By order of Commanding Officer released C. Horn (C.B.M.) from confinement and placed A. Belcher (A.S.C.) in solitary confinement on bread and water for five days for "causing Marie ab. arm. a vile name." Recd. on Sept. 5th 12 lbs. beef and vegetables and 96 lbs. of bread.

J. W. Stewart
Ensign

From 4⁰⁰ PM to 8⁰⁰ PM

Cloudy - Light variable airs. At 6⁰⁰ commenced swinging to port.

O. H. Pendleton
Ensign

From 8⁰⁰ P.M. to Midnight

Fair - heavy dvr. - Light variable airs.

D. S. Bellows
Ensign

Examined and found to be correct.

John W. Stewart
Lieut. Navigator.

LOG of the UNITED STATES

*Ship Essex
At anchor in Port Royal. S.C.*

30 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of Weather, by symbols.	Forms of Clouds, by symbols.	Prev Chas S.W. in Miles	State of the Sea
					Direction by Standard Compass.	Force.						
A. M.				S. E. N. N.	S. W.	2		30.41 63 55 57		b. c. m. w.	cu	5
1						1		30.41 63 55 57	"	"	"	6
2						1		30.40 63 55 57	"	"	"	6
3				"		1		30.40 63 55 57	"	"	"	5
4				"	N. E.	1		30.40 63 55 57	"	"	"	5
5				"		1		30.38 63 55 57	"	"	"	7
6				"	N. N. E.	0.1		30.37 63 54 53	"	"	"	7
7				"		0.1		30.40 61 54 53	b. c. m.	cu	"	6
8				"		0.1		30.41 61 54 53	"	"	"	6
9				S. E. 1/2 E	N. N. E.	1.2		30.43 61 56 54	"	"	"	6
10				S. E.	N. E.	2		30.42 62 58 56	"	"	"	6
11				"		1.2		30.39 62 62 57	"	"	"	6
Noon.				"	E. N. E.	1		30.38 62 66 62	"	"	"	8

Position at 8 A. M. { Latitude by
Longitude by

o " "

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

o " "

o " "

o " "

o " "

Course made good since preceding noon :

Distance made good since preceding noon :

miles.

Distance by Log since preceding noon :

miles.

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

o " "

o " "

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water ~~distilled~~ during the preceding 24 hours,

600 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

1 tons, 1680 lbs.

Coal remaining on hand at noon,

131 " 1260 "

P. M.												
1				S. E.	E. S. E.	2		30.37 62 66 62		b. c. m. c. - e. b.	6	
2				N. N. E.		2		30.38 63 63 60	"	"	6	
3				N. N. E.		2.3		30.38 62 60 58	"	"	6	
4				"		2.3		30.38 61 60 58	"	"	6	
5				"		2		30.38 62 59 57	"	"	6	
6				"		2		30.38 62 59 57	"	"	5	
7				"		2		30.38 62 59 57	"	"	5	
8				N. N. E.		1		30.39 62 53 53	"	"	5	
9				E. S. E.		1		30.39 63 53 53	"	"	6	
10				S. E.	East	1		30.32 63 57 57	"	"	6	
11				"		1		30.32 61 57 57	"	"	9	
Mid.				"		1		30.32 61 57 57	"	"	9	

under the command of

Commander E. P. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4⁰⁰ AM
Pleasant andazy. Heavy dew. Light air to light
breeze from S. W. to N. Barometer falling very slowly. At 1⁰⁰
swung to ebb current

From 4⁰⁰ AM to 8⁰⁰ AM

Fair overhead, misty on river banks. Very wet. Light air and
breeze from N. W. to N. From 7⁰⁰ to 8⁰⁰ swinging to flood.

J. D. Jordan,
Lieutenant, U.S.N.

From 8⁰⁰ AM to Meridian

Fair and misty - light air and breeze from S by E. veering to
N. E. and East. At 9⁰⁰ mustered at quarters Commanding Officer
inspected ship and crew. At 1⁰⁰ Divine Service, Commanding
Officer Preaching. Riding to flood.

M. H. Mulline
Lieutenant, U.S.N.

Meridian to 4⁰⁰ P.M.

Fair - Light to gentle breeze from E. S. E. At 1⁴⁵ swung to
ebb. Sent liberty party ashore.

G. W. Moore
Ensign

From 4⁰⁰ P.M. to 8⁰⁰ P.M.

Fair - heavy dew last half of watch. Light breeze to
light air from E. S. E.

O. F. Jackson
Ensign

From 8⁰⁰ P.M. to Midnight

Fair cool andazy - Light air from East. Barometer
steady. Riding to flood current.

A. B. Bell R.
Ensign

J. D. Jordan,
Lieutenant, U.S.N.

Examined and found to be correct.

John W. Stroger
Lieut. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in Port Royal, SC

305 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prev. of Clear Sky in Miles.					
					Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. att'd.	Air Bulb.	Dry Bulb.	Wet Bulb.	Wind at Surface.		
A. M.				S. E	Calm	0			30.29	60	50	50				
1				"	-	0			30.29	60	50	50	"	"		
2				S.S.W.	-	0			30.29	60	50	50	"	"		
3				N. W.	N. N. W.	1			30.29	60	50	50	"	"		
4				"	N. N. W.	1			30.29	60	50	50	"	"		
5				"	"	1			30.29	60	50	50	"	"		
6				"	"	1			30.30	60	50	50	"	"		
7				"	"	1			30.29	60	49	49	"	"		
8				"	"	1			30.29	60	49	49	"	"		
9				N. N. W.	N. N. W.	1			30.31	57	49	49	"	"		
10				S. E	N. N. W.	1			30.31	59	53	53	"	"		
11				"	"	1			30.30	59	61	58	"	"		
Noon.				"	"	1			30.29	60	61	63	"	"		

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

550 gallons.

Water ~~distilled~~ during the preceding 24 hours,

650 "

Water remaining on hand fit for use at noon,

2800 "

Coal consumed during the preceding 24 hours,

1 tons, 1000 lbs.

Coal remaining on hand at noon,

130 " 260 "

P. M.		S. E	S.S.E	/								
1		S. E	-	0					30.23	61	67	63
2		"	calm	0					30.23	61	63	59
3		S. W.	S.S.W.	1					30.23	62	64	60
4		N. W.	-	3					30.23	61	61	56
5		"	"	3					30.23	61	60	56
6		"	"	2					30.23	60	58	54
7		"	"	2					30.23	64	50	52
8		"	"	2					30.23	65	54	52
9		S. E.	S	2					30.23	66	52	50
10		"	"	2					30.23	66	52	50
11		"	"	2					30.23	65	52	50
Mid.		"	"	2					30.23	64	52	50

under the command of

Commander E. N. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4^{oo} Am

Clear - misty and very damp - Calm 1^{1/2} hours. Light air from N. N. W. last hour. At 3^{oo} riding to ebb.

M. H. Hayes

Lieutenant, U.S.N.

From 4^{oo} Am to 8^{oo} Am

Cloudy and misty - Light air from N. N. W. Received in Dept. Sand R. 120 lbs. beef and vegetables and 96 lbs. of bread.

J. W. Stewart

Ensign

From 8^{oo} Am to Meridian

Cloudy - Light air from N. + N.E. At 9^{oo} mustered at quarters. At 9⁴⁵ landed Battalion at Naval Station for drill. Painting ship inside. At 8⁴⁵ swung to flood.

O. J. Jackson

Ensign

Meridian to 4^{oo} P.M.

Cloudy and pleasant - Calm and light variable air to quite breeze from S. S. W. last hour. Engaged in painting about open deck. Provisions received such provisions as follows 9 lbs. of the Quaker bread and 1/2 lbs. each of beef and vegetables. Per order of the Commanding Officer confined to Harbor (H. C) for two days in double irons for continuous disobedience of orders.

D. Bellows

Quartermaster

From 4^{oo} P.M. to 8^{oo} P.M.

Fair and pleasant - Barometer steady - Gentle to light breeze from S. S. W. Riding to ebb current.

J. M. Jordan

Lieutenant, U.S.N.

From 8^{oo} P.M. to Midnight

Clear and pleasant - Light S. S. W. breeze. At 8^{oo} riding to flood.

M. H. Hayes

Lieutenant, U.S.N.

Examined and found to be correct.

John W. Stewart
Lieut. Navigator.

LOG of the UNITED STATES

*Ship Essex
At anchor in Port Royal, P.C.*

38 Rate,

Hour.	Knots.	Tensile.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Barometer.	BAROMETER.			TEMPERATURE.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. in Clear Sky in miles.	
									Leeway.	Height in inches.	Therm. at 60°.	Dry Air. Bth.	Wet Air. Bth.	Water at Bth.		
A. M.				S. E 1/2 S	S. S. W	2		30.29	64	52	50			b c	cu	6
1				"	"	1		30.21	64	57	53			"	"	8
2				S. E x S	"	1		30.19	62	57	50			"	"	6
3				S x E	S. W	1		30.16	62	57	49			"	"	4
4				N. W	"	1		30.13	62	57	49			f g	"	4
5				"	"	1		30.10	62	57	49			t c m	"	7
6				"	"	2		30.10	62	57	49			"	"	6
7				"	"	2		30.10	62	57	49			"	"	5
8				"	"	2		30.10	62	57	50			"	"	6
9				N. S. W	"	2		30.14	63	52	57			"	"	4
10				"	"	2		30.13	64	57	53			"	"	4
11				S. S. W	West	3		30.12	62	68	57			"	"	4
Noon.				S. E x S	"	3.4		30.09	63	67	61			"	"	4

Position at 8 A. M.

{ Latitude by

{ Longitude by

{ Latitude by observation

{ Longitude by observation

{ Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M.

{ Latitude by

{ Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

gallons.

Water ~~distilled~~ during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

1 tons, 1800 lbs.

Coal remaining on hand at noon,

128 " 700 "

P. M.				S. S. E	N. S. W	4.7		30.04	67	70	66			b c m g	cu	4
1				"	"	4.7		29.99	67	71	61			"	"	3
2				South	S. W	4.7		29.97	67	71	61			"	"	3
3				West	N. S. W	4.7		29.95	65	71	62			"	"	4
4				N. S. W	"	4.6		29.95	65	69	62			"	"	3
5				"	"	4.6		29.96	65	67	60			"	"	1
6				"	"	4.6		29.99	65	67	60			"	"	6
7				N. W	"	3		29.99	65	67	59			b c m	"	6
8				"	"	3		30.00	67	64	58			"	"	6
9				"	N. N. W	3.5		30.00	67	64	58			b c m g	"	5
10				N. S	"	4.7		30.11	66	62	58			"	"	4
11				N. N. W	N. S. W	5.7		30.11	65	60	58			"	"	5
Mid.				S. W	N. W	5.7		30.16	68	58	57			"	"	5

under the command of

Commander E. P. Strong
Tuesday Feb. 15th

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4^{oo} AM
Fair to cloudy and cool - light airs and breeze from
S.S.W. and S.W.

John W. Mizrahi

Ensign

From 4^{oo} AM to 8^{oo} AM
Fair and misty - Light airs to light breeze from S.W. Est. time

O. J. Jackson

Ensign

From 8^{oo} AM to Meridian
Cloudy and pleasant - Light to moderate breeze from N.E.W. to West
At 9³⁰ reported at quarters after which sent 1st 2nd + 3rd Division
aboard for company drill. Received the following stores from
the Naval Station in Construction Department: 5 gals. turpentine
5 gals. turpentine, 10 gals. raw linseed oil, 25 lbs yellow ochre in oil.
By authority of the Bureau of Navigation enlisted H. J. Trapier
as an Apprentice 3^d class to serve during minority. Deduct
magazine and shell room floor cocks.

D. S. Miller

Ensign

Meridian to 4^{oo} P.M.

Pleasant and hazy. Moderate to very fresh breeze from N.E.W. to
S.W. Barometer falling. Riding to Port until 3^{oo} when started to
swing to est. By order of Commanding Officer released from
confinement J. Cummings (Q. S.C) and A. P. Brandt (Q. S.C) expiration
of confinement. By same authority confined S. C. Jennings (Q. S.C)
for 10 days in double iron - for disobedience and disrespect
to an officer and A. J. Bates (Q. S.C) for 5 days in double iron
G. S. Rembold (Q. S.C) duty and J. Dunn (Q. S.C) for 4 days in
double iron, each for greater disobedience to orders. Received
on board in Dept. Supplies & Sects. 120 lbs each of beef and
vegetable and 96 lbs bread.

J. A. Jordan
Lieutenant. U.S.N.

From 4^{oo} P.M. to 8^{oo} P.M.

Gently clear - Very hazy. Sun set as if in smoke. Fresh to
gentle breeze from N.E.W. Bar. rising.

M. H. Miller
Lieutenant. U.S.N.

From 8^{oo} P.M. to Midnight

Cloudy - misty and equally. Gentle to stiff breeze with fresh squalls from
N.E.W. during the N.W. G. set starboard anchor ready for letting go.
Floor made at 10^{oo}

G. W. Mizrahi
Ensign

Examined and found to be correct.

John W. Stewart
Lieut. * Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor in Port Royal, S.C.

3rd Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Cloud Sky in miles.	State of the Sea.	
					Direction by Standard Compass.	Force.		Heel.	Barometer.	Height in inches.	Therm.	Dry.	Wet.	Air.	Water at Surface.	
A. M.				S. E. x S	N. W.	5.7	30.18	65	52	44	44	"	"	"	Calm	8
1				"	"	5.7	30.21	66	50	44	"	"	"	"	"	8
2				"	"	5.6	30.21	62	49	44	"	"	"	"	"	8
3				"	"	4.5	30.24	61	49	44	"	"	"	"	"	8
4				"	"	3.4	30.26	61	46	44	"	"	"	"	"	7
5				East	"	3.4	30.29	59	44	43	"	"	"	"	"	7
6				N. W.	"	3.4	30.30	58	43	43	"	"	"	"	"	6
7				"	"	3	30.30	57	43	41	"	"	"	"	"	5
8				"	"	3	30.30	57	43	41	"	"	"	"	"	4
9				"	"	3	30.30	56	43	40	"	"	"	"	"	3
10				N. W. x N.	N. W. x N.	3.4	30.30	55	44	41	"	"	"	"	"	6
11				N. W. x N.	"	3	30.30	56	45	44	"	"	"	"	"	5
Noon.				E. S. E.	"	3	30.30	56	45	46	"	"	"	"	"	6

Position at 8 A. M. { Latitude by

Longitude by

Position at noon: { Latitude by observation

Longitude by observation

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by

Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

550 gallons.

Water ~~distilled~~ during the preceding 24 hours,

550 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

1 tons, 1720 lbs.

Coal remaining on hand at noon,

126 " 1220 "

P. M.																
1				S. E.	N. W.	3	30.37	57	56	57	"	"	"	"	"	6
2				"	"	3	30.37	60	57	57	"	"	"	"	"	6
3				"	"	23	30.36	62	57	57	"	"	"	"	"	6
4				"	"	2	30.35	64	57	57	"	"	"	"	"	6
5				S. S. E.	"	2	30.35	62	55	57	"	"	"	"	"	4
6				N. W.	"	1	30.36	62	54	57	"	"	"	"	"	3
7				N. W. x N.	calm	0	30.36	60	57	49	"	"	"	"	"	2
8				"	N. W.	1	30.37	60	49	47	"	"	"	"	"	4
9				"	"	1	30.42	60	49	47	"	"	"	"	"	5
10				N. W.	"	1	30.42	60	48	47	"	"	"	"	"	5
11				"	"	1	30.42	62	47	46	"	"	"	"	"	6
Mid.				S. E.	calm	0	30.42	62	47	46	"	"	"	"	"	8

under the command of

Commander E. P. Strong

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4⁰⁰ A.M.
Clear - Moderate to very fresh N. Hazy breeze blowing in squalls
decreasing in force. *O.P. Jackson*
Ensign

From 4⁰⁰ A.M. to 8⁰⁰ A.M.
Fair and cool. Gentle breeze from N.W.

D.S. Bell
Ensign

From 8⁰⁰ A.M. to Meridian
Fair and hazy - Gentle to moderate breeze from N.W. to N.E. N.
Barometer rising then falling. Riding to Ebb until 11⁰⁰ when started
swinging to flow. At 9³⁰ quartered at quarters. Right light sails
crossed right yawl and bent starboard. By order of *Cordig Officer*
released from confinement E. S. Sprague (A.B.C) and G. D. Cushing (C.S.C)
expiation of confinement. By same authority confined J. H. Morgan
(A.B.C) for 5 days in double iron to disobedience of orders - also
confined J. H. Salter (A.B.C) in double iron to await trial by summary
court-martial. Received on board in Dept. Supplies & Stores 100 lbs
each Beef and vegetables and 96 lbs. bread.

J.W. Jordan
Lieutenant, U.S.N.

Meridian to 4⁰⁰ P.M.

Generally clear - hazy and hazy. Gentle N.W. breeze. Bar. Falling
slowly. By order of *Cordig Officer*, C. H. Turner (C.S.C) was re-
leased from confinement for having expiated and C. L. Demarest
(C.S.C) was placed in solitary confinement on bread & water for
four days. None - Disgraceful to the Honor of the Deck. At 2⁰⁰
H. Salter (A.B.C) was brought to the mast hand a copy of specifi-
cation prepared against him, were read to him.

D.W. Adams
Lieutenant, U.S.N.

From 4⁰⁰ P.M. to 8⁰⁰ P.M.

Cloudy - misty - Light airs and breezes from N.W. Calm thin hom.

G.W. Madsen
Ensign

From 8⁰⁰ P.M. to Midnight

Fair - misty - Calm to light airs from N.E. At 11⁰⁰
commence swinging to flow.

O.P. Jackson
Ensign

Examined and found to be correct.

John W. Flinck
Lieut. - Navigator

LOG of the UNITED STATES

Ship Essex
At anchor in Port Royal, S.C.

3d Rate,

Hour.	Knots.	Tensile.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Sky in miles.	State of the Sea
					Direction by Standard Compass.	Force.						
A. M.				S E	Calm	0	30.48	60 46 45	b. c. m. c. i. c. b.	8		
1				"	-	0	30.48	59 45 40	"	5		
2				"	-	0	30.42	57 45 40	b. c.	6		
3				"	-	0	30.42	57 45 40	"	6		
4				"	-	0	30.42	57 45 40	"	5		
5				"	N. N. W.	0.1	30.41	58 46 40	"	5		
6				"	N. N. W.	0.1	30.40	58 46 40	"	4		
7				N. N. W.	N. E.	1	30.40	60 47 47	"	8		
8				N. N. W. x N.	"	1	30.40	60 48 47	"	5		
9				"	E. N. E.	1	30.37	53 50 47	b. c. m. c. i. c. b.	3		
10				"	"	2	30.32	53 53 53	"	4		
11				North	East	2.4	30.32	53 56 52	b. c. m. g. c. u. - s. c.	0		
Noon.				"	"	3.5	30.31	57 57 52	"	"		

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

530 gallons.

Water ~~distilled~~ during the preceding 24 hours,

530 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

1 tons, 1800 lbs.

Coal remaining on hand at noon,

124 " 1660 "

P. M.												
1				S. E	East	4.5	30.47	58 59 54	b. c. m. g. c. u.	2		
2				"	"	4.5	30.46	58 59 54	"	2		
3				S. E 1/2 E	"	4.5	30.46	58 57 52	b. c. m. g.	0		
4				"	"	4.5	30.43	57 56 54	"	0		
5				"	"	4.5	30.43	56 56 53	b. c. m. g. c. i. c. u.	4		
6				E x S	E. N. E.	4.5	30.42	56 54 52	"	2		
7				North	"	4.6	30.39	60 54 52	"	4		
8				N. N. W.	"	4.6	30.40	61 54 52	"	2		
9				"	"	4.6	30.40	63 57 56	"	1		
10				"	East	4.6	30.42	64 60 58	x. c. m. g.	0		
11				N. N. W. x N.	E. S. E.	4.6	30.42	64 60 58	"	0		
Mid.				N. N. W.	"	4.6	30.40	65 60 58	"	0		

under the command of

Commander E. P. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced at until 4⁰⁰ AM
Clear and cool.

D. H. Miller
Ensign

From 4⁰⁰ AM to 8⁰⁰ AM

Clear overhead. Light fog around horizon. Calm and light air
from N. W. to E. & E. Barometer rising. At 6⁰⁰ swang to E. E.

J. D. Jordan.

Lieutenant. U.S.N.

From 8⁰⁰ AM to Meridian

Cloudy to overcast. Hazy. Light air to stiff breeze from E. & E. to
the East. At 9⁰⁰ mustered for quarter and at 10⁰⁰ exercised
loosing & furling sail. Received in Dept. of St. Heets. 120 lbs. each fresh
beef and vegetables and 96 lbs. bread. Launched sailing launch.

M. H. Payne

Lieutenant. U.S.N.

Meridian to 4⁰⁰ P.M.

Cloudy to overcast. Moderate breeze with stiff squalls from East.
Flood made at 12⁰⁰. At 2⁰⁰ a summary court martial of which Capt.
J. Stewart was senior member convened for the trial of J. H.
Salem (A.S.C.) and, at 3⁰⁰ adjourned to await the action of the
convening authority. At 2⁰⁰ the "Amphitrite" got underway and
sailed for the river. At 7⁰⁰ half mast of colors with the
"Amphitrite" and Nation as a mark of mourning for the Maine
disaster to be worn as until further orders by order of the Office of the Secretary of the Navy and
Capt. C. G. Gettys (A.S.C.) in strict confinement for four days on board until his return to an office.

J. W. Williams
Ensign

From 4⁰⁰ P.M. to 8⁰⁰ P.M.

Cloudy - Moderate to fresh breeze from East & E. & E. blowing
in squalls. Sent liberty party ashore.

O. L. Leckie

From 8⁰⁰ P.M. to Midnight

Overcast and squalls. Moderate to fresh breeze from East
& E. & E.

D. H. Miller
Ensign

Examined and found to be correct.

John W. Stewart
Lieut. & Navigator.

LOG of the UNITED STATES

Sip Sux
At anchor in Port Royal, SC

35 Rate,

Hour.	Knots.	Tensile.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.			State of Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Sky, in miles.	State of Atmos.
					Direction by Standard Compass.	Force.		Latitude.	Height in inches.	Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	
A. M.				S. E	S. E	57	30.37	64	61	60	0°C.m.g	cu	0	
1				"	S. E	57	30.34	66	60	60	0°C.m.g	min	1	
2				"	S. E	57	30.32	67	62	61		"	0	
3				"	S. E	56	30.30	69	61	60		"	0	
4				"	S. S'E	56	30.27	69	61	60	0°C.m.g	"	0	
5					"	45	30.26	69	61	60	0°C.m.g	"	0	
6					E. S.C.	45	30.26	69	61	60	0°C.m.g	"	0	
7					E. N.E.	45	30.26	69	61	60		"	0	
8					N. W.	45	30.26	69	61	60	0°C.m.g	"	0	
9					South	45	30.25	64	60	60	0°C.m.g	"	0	
10					S.S.W.	45	30.26	63	62	62		"	0	
11					"	45	30.27	63	62	62		"	0	
Noon.					"	45	30.27	64	64	64	Sc.m.g	"	1	
					"									

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water ~~distilled~~ during the preceding 24 hours,

600 "

Water remaining on hand fit for use at noon,

2800 "

Coal consumed during the preceding 24 hours,

1 tons, 1160 lbs.

Coal remaining on hand at noon,

723 " 500 "

P. M.														
1				S. W.	S. E	5	30.28	64	66	65	b.c.m	a- cu-shd	3	
2				"	South	2	30.22	66	67	66	"	"	1	
3				"	S.S.E.	2	30.20	66	69	67	b.c.m	cu-wi	3	
4				"	S. S.E.	2	30.20	66	63	62	b.c.m	cu	0	
5				"	"	2	30.18	63	61	62	b.c.m	cu	0	
6				"	South	2	30.17	62	59	59	"	"	0	
7					"	2	30.17	63	58	59	"	"	0	
8					H. N. W.	1	30.18	64	57	57	b.c.m	"	4	
9					N. W. & N	1	30.19	67	56	56	b.c.m	cu-min	4	
10					"	1	30.21	64	57	57	"	"	5	
11					N. W.	1	30.28	64	56	56	"	"	4	
Mid.					variable	10	30.28	64	56	56	"	"	4	

under the command of

Commander E. P. Strong
Friday, Feb. 15

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4⁰⁰ AM

Overcast. Cloudy, mist and rain. Stiff breeze with fresh to very fresh squalls from S.E. Barometer falling. Riding to port.

J. M. Jordan

Lieutenant, U.S.N.

From 4⁰⁰ AM to 8⁰⁰ AM

Overcast - equally & rainy. Moderate to fresh breeze from S.S.E. to the South. At 8⁰⁰ riding to port. Executive morning orders. Revenue Cutter Colfax passed up river at 4⁰⁰

R. D. Murphy

Lieutenant, U.S.N.

From 8⁰⁰ AM to Meridian

Overcast breaking away last hour. Moderate breeze with stiff puffs from South and S.S.W. - Night. At 9⁰⁰ mustered at quarter and sent companies of battalion ashore for drill. Required by Dept. of S^t A. 120 lbs each of beef and vegetables and 96 oz. of bread. Honorably discharged this day Peter Mc. George, (F. C.) from the U.S. Naval Service by reason of conversion of enlightenment. By order of Commanding Officer placed. Peter Bon, Chf. Gunner - abt. Arms in charge of Acting Chf. Gunner abt. Arms to award
~~awards~~ following men rewards 1/4 hours overtime - F. Lewis (Lds)
R. Holt (Lds) J. Petrelson (Chf. M.a.a) E. J. Torn (Bks) E. A. Jenkins (Sea) A. V. Hiettunen (C)
J. A. Green (C.P) W. J. Murphy (Lds) V. Miller (S.C. & C) A. Barata (C.M. S.C) J. Danz (Bldmr)
J. O. Steiman (Olin)

J. W. Townsend

Ensign

Meridian to 4⁰⁰ P.M.

Cloudy foggy last hour. Light to gentle breeze from S.W. to S.E.
At 1⁰⁰ P.M. Captain (C.M.A.A) was brought to the post and delivered a copy of specifications preferred against him.

O. T. Jackson

Ensign

From 4⁰⁰ P.M. to 8⁰⁰ P.M.

Dense fog - Light breeze from South.

J. M. Jordan

Ensign

From 8⁰⁰ P.M. to Midnight.

Foggy. Calm and light air from S to N.E. Barometer rising then steady. Riding to ebb current.

J. M. Jordan

Lieutenant, U.S.N.

Examined and found to be correct.

John W. Strong
Lieut. &
Navigator.

LOG of the UNITED STATES

*Ship Essex
At anchor in Port Royal SC*

Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Sky, in Miles.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Therm. att'd.	Air Drift Hills.	Air Wet Hills.	Water at Surface.			
A. M.				N. N. W.	N. E.	1			30.23	65° 59' 59"				oc. few	cu	0
1				S. E.	N. N. W.	2			30.23	65° 59' 59"	"			"	"	0
2						2			30.23	65° 59' 59"	"			"	"	0
3						2			30.23	65° 59' 59"	"			"	"	0
4						2			30.23	65° 58' 59"	"			"	"	0
5						2			30.23	65° 58' 59"	"			"	"	0
6						2			30.23	65° 58' 59"	"			"	"	0
7						1			30.23	65° 58' 59"	"			"	"	0
8				N. N. W.		1			30.26	65° 56' 56"				oc. few	"	0
9				N. N. W.		1			30.29	65° 56' 56"	"			"	"	0
10				N. N. W.		1			30.29	65° 56' 56"	"			"	"	0
11				"		1			30.29	65° 56' 56"	"			"	"	0
Noon.				"		1			30.27	65° 56' 56"	"			"	"	0

Position at 8 A. M. { Latitude by

0 " "

{ Longitude by

0 " "

Position at noon: { Latitude by observation

0 " "

{ Longitude by observation

0 " "

Latitude by D. R.

0 " "

Longitude by D. R.

0 " "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

true.

0 " "

Position at 8 P. M. { Latitude by

0 " "

{ Longitude by

0 " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water ~~distilled~~ during the preceding 24 hours,

600 "

Water remaining on hand fit for use at noon,

2800 "

Coal consumed during the preceding 24 hours,

1 tons, 1960 lbs.

Coal remaining on hand at noon,

121 " 780 "

P. M.																	
1				N. N. W.	N. N. W.	0/			30.24	60° 57' 57"				oc. f	65°	0	
2				N. N. W.	"	0/			30.23	61° 58' 58"	"			"	"	0	
3				S. G.	calm	0			30.21	62° 61' 61"				oc. m	4	0	
4				"	S. S. E.	0/			30.20	62° 62' 62"				"	"	0	
5				"	S. E.	1			30.20	62° 57' 57"	"			"	"	0	
6				"	"	2			30.22	62° 57' 57"				"	cu	0	
7				"	"	2			30.21	63° 53' 53"				oc. f	"	0	
8				N. N. W.	Calm	0			30.22	64° 55' 55"				"	"	0	
9				N. N. W.	N. E.	1			30.22	66° 55' 56"				oc. d	"	0	
10				"		2			30.22	66° 55' 57"				"	"	0	
11				"					30.21	66° 55' 56"				oc. fm	"	0	
Mid.				"					30.20	66° 56' 56"	"			"	"	0	

under the command of

Commander E. P. Strong.

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4⁰⁰ AM

Overcast, foggy and wet. At 1⁴⁵ Fog lighter enough to see lights on shore. Light air to light breeze from N.E. to N.N.W. At 2⁰⁰ riding to flood.

M. H. Mulline

Lieutenant, U.S.N.

From 4⁰⁰ AM to 8⁰⁰ AM

Foggy - light airs and breezes from N.N.W. Ebb move at 7⁴⁵

G. W. H. Mullane

Ensign

From 8⁰⁰ AM to Meridian

Foggy - clearing towards end of watch - Light air from N.E. to N.W.
By order of C. C. Comdg. Queen confined in double ironed for four days
Jackson R.H. (A. S.C.) George F. G. (A. S.C.) James Disobedience of orders
and not obeying order of Comdg. Queen to clean bright work.

O. T. Lukes

Ensign

Meridian to 4⁰⁰ P.M.

Overcast and foggy - calm to light variable air. By order of
Commanding Officer released from confinement. J. Lutkin (A. S.C.)
and J. H. Warding (A. S.C.) escapulation of confinement. At 2⁰⁰ a
summary Court Martial sat which Dr. Stewart, Lieutenant, U.S.N.,
a senior member, met for the trial of James Peterson, chief
Mascot - ab. Amm. Court adjourned to await action of commanding
authority at 3⁰⁰

D. D. Bellard.

From 4⁰⁰ P.M. to 8⁰⁰ P.M.

Overcast and foggy. Calm and light breeze from S.E.
Barometer rising steadily. Riding to flood.

Ensign

From 8⁰⁰ P.M. to Midnight

Overcast, foggy and wet. Occasional drizzle and rain.
Light air to light breeze from N.E.

J. W. Jordan

Lieutenant, U.S.N.

M. H. Mulline

Lieutenant, U.S.N.

Examined and found to be correct.

John W. Stewart

Lieut. Navigator.

LOG of the UNITED STATES

Ship Esmeralda
At anchor in Port Royal, S.C.

3rd Rate,

Hour.	Knots.	Tensile.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clouds in Miles.	State of the Sea.
					Direction by Standard Compass.	Force.						
A. M.				N. N. W.	N. E.	2	30.19	65° 56' 56"	o.c.m.r.u	en	0	
1				"	East	2	30.17	66° 53' 53"	"	"	0	
2				S. E.	E. S. E.	2.4	30.15	66° 53' 53"	o.c.m.d	en.r.t	0	
3				"	S. W.	2.4	30.13	66° 52' 56"	"	"	0	
4				"	"	1	30.10	66° 52' 56"	o.c.f.	"	0	
5				"	"	1	30.08	66° 52' 56"	"	"	0	
6				"	"	1	30.08	66° 52' 56"	"	"	0	
7				"	"	1	30.08	66° 52' 56"	"	"	0	
8				"	"	0.1	30.11	66° 57' 57"	"	"	0	
9				"	"	1	30.10	64° 61' 61"	"	"	0	
10				N. E. N. W.	"	2	30.08	63° 60' 60"	f.c.g	circum 5 55°	0	
11				"	"	2.3	30.08	63° 62' 61"	f.c.m	"	4	
Noon.				"	"	2	30.06	63° 64' 62"	"	circum 6		

Position at 8 A. M. { Latitude by

{ Longitude by

Position at noon: { Latitude by observation

{ Longitude by observation

Position at noon: { Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by

{ Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

500 gallons.

Water remaining on hand fit for use at noon,

400 "

Coal consumed during the preceding 24 hours,

2700 "

Coal remaining on hand at noon,

1 tons, 920 lbs.

19 " 2100 "

P. M.												
1				N. W.	S. E.	2.5	30.03	66° 67' 67"	f.c.m	f.c.m	7	
2				"	H. S. W.	3.5	30.00	67° 69' 67"	f.c.m.g	"	6	
3				"	"	3.5	29.99	70° 70' 67"	"	"	5	
4				"	"	3.5	29.97	69° 71' 65"	"	"	6	
5				"	"	3.5	29.97	69° 70' 65"	"	"	6	
6				"	"	2	29.97	68° 67' 64"	f.c.m	circum 5	5	
7				"	"	3.5	29.99	68° 65' 61"	"	"	5	
8				S. S. E.	H. N. W.	4.5	30.01	69° 64' 57"	"	"	4	
9				"	"	4.5	30.03	65° 61' 54"	f.c.g	"	4	
10				"	"	5.5	30.05	67° 57' 52"	"	"	4	
11				"	"	5.5	30.07	66° 57' 57"	"	"	2	
Mid.				"	"	6.5	30.08	65° 53' 60"	"	"	2	

under the command of

Commander E. J. Strong.

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Compasses and until 4⁰⁰ AM
Foggy - light airs to moderate breeze shifting from N.E to S.W.
through East. Ebb made at 2⁰⁰.

From 4⁰⁰ AM to 8⁰⁰ AM
Foggy - Light S.Wly airs

J. W. M. Strong
Ensign

From 8⁰⁰ AM to Merridian
Foggy first half of watch clearing last half, light breeze from S.W. At 9⁰⁰
mustered at Quarantine after which Commanding Officer inspected ship
and crew - Marched to music and published sentence of summary
court martial in the case of Joseph H. Tales (A.S.C.) sentenced to Discharge
from the service with bad conduct discharge - Held Divine Service
Commanding Officer presiding. By order of Commanding Officer released
from confinement W. H. Chapman (A.S.C.) expiration of confinement
Paymaster received such provisions as follows: - 76 lbs. fresh bread
and 120 lbs. each of fresh, beef and vegetables by order of the Commanding
Officer J. H. Tales A.S.C. was released from confinement and declared a prisoner of war.

O. J. Lukens
Ensign

Merridian to 4⁰⁰ PM
Pleasant, and hazy around horizon. Light to gentle breeze with
stiff squalls from S.E to N.S.W. Bahamian sailing. Riding to Ebb
until 3⁰⁰ when owing to fog. By order of Comdg. Officer re-
leased from confinement G. S. Reinbold (A.S.C.) J. A. J. Tales (A.S.C.) C.L.
Demarest (A.S.C.) and C. B. Gibbs (A.S.C.) expiration of confinement.
By same authority confined A. J. Nick (A.S.C.) for two days, and F.H.
Linden (A.S.C.) for 4 days, each, solitary confinement, on bread
and water, the former for repeated disobedience of orders, the
latter for disobedience of orders.

J. W. Jordan
Lieutenant, U.S.N.

From 4⁰⁰ P.M. to 8⁰⁰ P.M.
Cloudy - Hazy especially - Light to fresh breeze from N.E. to N.W.
with a shift to South and back again about 5⁰⁰

W. H. Payne
Lieutenant, U.S.N.

From 8⁰⁰ P.M. to Midnight
Cloudy and cool - Moderate to stiff breeze with fresh puffs from N.E. to N.W.
and N. Pt. Ebb made at 8⁰⁰

J. W. M. Strong
Ensign

Examined and found to be correct.

J. W. Stewart
Lieut. Navigator.

LOG of the UNITED STATES

Ship Essia
At anchor in Port Royal, S.C.

35 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Prog. of Clouds in Miles.	State of the Sea.
					Direction by Standard Compass.	Force.						
A. M.				N. N.	N. N.	3.0°	30.10	64 57 47	b. c. g.	cu-min	3	
1				"	"	4.6	30.11	64 56 44	"	cu-sho	6	
2				"	"	4.6	30.13	66 44 41	"	cu	7	
3				S. S. N.	"	4.6	30.13	66 42 39	"	"	8	
4				S. E.	"	4.6	30.12	61 40 38	"	"	7	
5				"	"	4.6	30.12	60 39 37	"	"	8	
6				S. S. E.	"	4.6	30.10	58 39 37	"	"	6	
7				"	"	4.6	30.13	57 39 37	"	"	6	
8				"	"	4.6	30.13	57 39 37	"	"	6	
9				"	"	4.6	30.13	57 40 38	"	fu-cu	6	
10				N. N. x N.	"	4.6	30.13	57 41 38	"	"	6	
11				N. N.	"	4.6	30.13	57 41 38	"	"	6	
Noon.				"	"	4.6	30.13	57 42 39	"	"	6	

Position at 8 A. M. { Latitude by
 { Longitude by
 { Latitude by observation
 { Longitude by observation
 Position at noon: Latitude by D. R.
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

miles.

miles.

500 gallons.

600 "

2800 "

118 tons, 1800 lbs.

118 " 300 "

P. M.		N. N.	West	4.6	30.09	49 40 44	"	b. c. g.	fu-cu	4	
1		"	"	4.6	30.07	53 46 43	"	"	"	4	
2		"	"	4.6	30.08	53 43 40	"	"	"	5	
3		"	"	4.6	30.09	55 42 39	"	"	"	5	
4		"	"	4.6	30.09	57 41 38	"	"	"	4	
5		S. E. x S	"	4.6	30.09	57 41 38	"	"	"	4	
6		"	"	4.6	30.11	57 40 38	"	"	cu	2	
7		"	"	4.6	30.11	57 40 38	"	b. c. g.	curly	0	
8		"	"	4.6	30.13	57 39 37	"	b. c. g.	"	3	
9		"	"	4.6	30.14	57 39 36	"	"	"	6	
10		S. S. E.	West	4.6	30.15	60 38 36	"	"	"	8	
11		N. N.	"	4.6	30.17	58 38 36	"	"	"	8	
Mid.		"	"	3.4	30.17	57 38 35	"	b. c.	"	8	

under the command of

Commander E. J. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4⁰⁰ AM
Fair. Gentle to fresh N. Wly breeze blowing in squalls.
Slack water at 3⁰⁰

O. T. Jackson
Ensign

From 4⁰⁰ AM to 8⁰⁰ AM
Cloudy and cool. Moderate to stiff breeze blowing in squalls
from N. W.

J. H. Miller
Ensign

From 8⁰⁰ AM to Meridian

Clear and cool. Moderate breeze with fresh squalls from N. W. to N. N. W.
Barometer steady. Swung to ebb at 9⁰⁰. At 9³⁰ mustered at quarters.
Sent companies ashore for drill. By order of Commanding Officer released
from confinement of J. Connor (A. S. C.) expiration of confinement.

J. W. Jordan
Lieutenant, U.S.A.

Meridian to 4⁰⁰ PM

Cloudy and cool. Moderate to fresh breeze from the West in squalls
At 12⁰⁰ went to quarter & master & published court martial
sentence in case of James Peterson (Ch. M. A.) sentenced Reduction to the
next inferior rating that of Master at Arms 1st Class. James Peterson
(Mas. A. 1st) was then released from confinement and restored to duty.
By order of Comdg. Officer the following named Apprentices were con-
fined in double irons for ten days for repeatet & persistent dis-
obedience of orders, viz - A. J. Bates (A. S. C.) J. Dunn (A. S. C.) H. H. Knappell (A. S. C.)
& H. Hardinge (A. S. C.). Recd in Dept. 10⁰⁰ P.M. 120 lbs each fresh beef
& vegetables & 96 lbs of bread. Also 50 undershirts, 100 pair drawers,
100 pair socks, 100 lbs tobacco, 36 dozen rubber buttons. No visit sailing
launch. Prepare to dress ship to-morrow.

W. H. Hubane
Lieutenant, U.S.A.

From 4⁰⁰ P.M. to 8⁰⁰ P.M.

Cloudy to overcast. Blowing fresh in puffs from the Northwest. Sent
steam launch in shore for the night. Riding to port.

John W. Higgins
Ensign

From 8⁰⁰ P.M. to Midnight

Fair. Gentle to fresh breeze from West blowing in squalls and decreasing
in force. Swung to ebb at 10⁰⁰

O. T. Jackson
Ensign

Examined and found to be correct.

John W. Stewart
Lieut T. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in Port Royal, SC

30 Rate,

Hour.	Knots.	Tens.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer. Height in inches	Therm. at 4d.	TEMPERATURE. Air. Dry Hills. Wet Hills.	Wind at Sea Surface	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clouds & Sky in Bills.	State of the Sea.
					Direction by Standard Compass.	Force.								
A. M.				N. W.	West	35°	30.16	53	38° 45'	h.c.	cu	8		
1				"	"	35°	30.17	54	36° 36'	"	"	9		
2				"	"	35°	30.18	53	36° 36'	"	"	9		
3				"	"	3	30.19	53	34° 32'	h.c.	-	10		
4				S. E.	S. W.	3	30.16	53	34° 32'	"	-	10		
5				"	"	3	30.20	53	34° 32'	h.c.	cu	7		
6				"	"	4	30.20	53	33° 32'	"	"	6		
7				"	"	4	30.20	53	33° 32'	"	"	6		
8				S. E. x G.	N. W.	4	30.20	54	35° 38'	"	"	6		
9				S. S. E. 1/2 G.	West	46°	30.20	54	36° 36'	"	"	8		
10				S. x G.	N. x N.	45°	30.19	57	38° 35'	"	"	8		
11				"	"	45°	30.21	57	39° 36'	f	-cu	7		
Noon.				"	"	45°	30.19	58	40° 37'	"	"	8		

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation
Position at noon : Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

Distance by Log since preceding noon :

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water ~~distilled~~ during the preceding 24 hours,

500 "

Water remaining on hand fit for use at noon,

2800 "

Coal consumed during the preceding 24 hours,

1 tons, 1320 lbs.

Coal remaining on hand at noon,

116 " 1220 "

P. M.															
1				N. W.	N. N. W.	46°	30.17	57	42° 39'	h.c.	f-cu	8			
2				"	"	46°	30.17	57	41° 42'	"	"	8			
3				"	"	4	30.16	60	47° 40'	"	"	5			
4				"	"	34	30.16	62	49° 45'	"	"	7			
5				S. E. x S.	"	34	30.16	64	49° 40'	"	"	7			
6				"	"	34	30.19	65	47° 48'	"	"	7			
7				"	"	3	30.21	66	48° 41'	"	"	8			
8				"	"	2	30.23	67	43° 41'	"	"	9			
9				"	"	3	30.21	67	44° 41'	"	"	9			
10				"	"	3	30.20	64	43° 40'	f	"	10			
11				South.	N. W.	3	30.20	62	43° 40'	"	"	10			
Mid.				"	"	2	30.21	62	43° 40'	"	"	10			

under the command of

Commander E. J. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4^{th} AM
Clear and cold. Gentle to stiff breeze from West.

D. Bell Jr.
Ensign

From 4^{th} AM to 8^{th} AM
Clear and cold. Gentle to moderate breeze from N. W. Gammelby
rising. Drissed ship, rainbow fashion, at sun rise in honor of
the day.

J. J. Jordan,
Lieutenant, U.S.N.

From 8^{th} AM to Meridian
Clear and cold. Moderate to fresh breeze from the West to N.W. At 9^{th}
mustered at quarters. Robert Henry (Sergeant) was temporarily discharged this
date. At 12^{th} fired 21 gun salute in honor of the day. Battery at
Station did same. Felt magazine and shell room floor wake.

M. H. Higgin
Lieutenant, U.S.N.

Meridian to 4^{th} P.M.
Fair and cool. Moderate breeze with stiff puffs from N. W. Received
in Dept. Sand & 150 lbs of beef and vegetables and 96 lbs of bread.
By order of Commanding Officer released A. J. Clark (G.C.) from con-
finement after placed J. W. Clark (G.C.) in solitary confinement
for four days for breaking and water for disobedience of orders.

J. W. Higgins
Ensign

From 4^{th} P.M. to 8^{th} P.M.
Clear - Light to moderate N. N. W. breezes. Flood made at 4^{th}

O. Parker
Ensign

From 8^{th} P.M. to Midnight
Clear and pleasant. Gentle to light breeze from N. N. W.

D. Bell Jr.
Ensign

Examined and found to be correct.

John W. Stewart
Lieut. - Navigator.

LOG of the UNITED STATES

Ship Essex

30 Rate,

At anchor in Port Royal Sc and making passage to Hampton Roads, Va.

Hour.	Knots.	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Sky in British State of the Sea.
					Direction by Standard Compass.	Force.					
A. M.				S. W.	N. N. W.	1					
1				"	"	1		30.80 61 40 39		b.c.	Sc. cu 9
2				"	"	1		30.80 61 39 38	"	"	Sc. cu 8
3				"	"	1		30.80 62 37 36	"	"	Sc. cu 8
4				"	"	1		30.80 63 37 36	"	"	Sc. cu 8
5				S. E.	"	1		30.80 62 37 36	"	"	Sc. cu 8
6				"	"	1		30.80 61 37 36	"	"	Sc. cu 7
7				"	"	2		30.80 60 38 37	"	"	Sc. cu 6
8				"	"	2		30.80 60 38 37	"	"	Sc. cu 7
9				"	"	2		30.87 59 43 43	b.c.m.	"	Sc. cu 7
10				various	south	0.1		30.88 58 50 47	4	cu	Sc. cu 9
11				"	"	1/2		30.88 55 48 46	"	"	Sc. cu 7
Noon.				"	"	1/2		30.87 52 48 46	"	"	Sc. cu 7

Position at 8 A.M. { Latitude by

Longitude by

Latitude by observation bearings

Longitude by observation "

Latitude by D. R.

Longitude by D. R.

o ' "

o ' "

32° 07' 50" N.

80° 30' " S.

o ' "

o ' "

Position at noon: Course made good since preceding noon:

S. S. E.

Distance made good since preceding noon:

15 miles.

miles.

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P.M. { Latitude by N. R.

Longitude by N. R. Jun P. M. obs. 0

32° 36' " N.

79° 19' " S.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water distilled during the preceding 24 hours,

300 "

Water remaining on hand fit for use at noon,

2600 "

Coal consumed during the preceding 24 hours,

10 tons, 2240 lbs.

Coal remaining on hand at noon,

105 " 1460 "

P. M.											
1	6	7	6.7	-1.5 x 6	S. S. E.	1/2		30.85 57 55 52 55	b.c.m.	cu	8 S
2	12	8	19.5	"	"	1/2		30.81 58 54 52 55	b.m.	-	10 "
3	8	1	27.6	"	"	2		30.81 58 53 51 55	-	-	10 "
4	7	9	35.5	"	"	2		30.80 58 53 51 55	b.am	cu	7 "
5	7	9	48.4	"	"	3		30.80 60 52 50 55	"	"	7 "
6	8	0	51.4	"	"	3		30.81 62 51 49 55	b.am.w	"	7 "
7	7	8	59.2	"	"	3		30.82 64 52 50 55	"	"	7 "
8	7	3	66.5	"	S. N. W. x S.	3		30.83 66 53 51 55	"	"	7 "
9	7	7	74.2	"	S. N. W.	2		30.85 65 53 51 55	b.c.m.	slw	9 "
10	7	1	81.3	"	"	2		30.86 66 53 51 55	b.m.	-	10 "
11	7	7	89.0	"	"	2		30.86 64 53 51 60	"	-	10 "
Mid.	7	5	96.5	"	"	2		30.86 64 53 51 61	"	-	10 "

under the command of

Commander E. P. Strong.

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4^{th} Am
Clear and cool. Light air from N. W. Barometer steady.
Slt current.

From 4^{th} AM to 8^{th} AM

Clear and cool. Misty over river banks. Light air to light breeze from
N. W. At 4^{th} riding to port. At 5^{th} started fires in A.B. & Boiler
At 7^{th} sent up royal yards. Executed morning orders.

J. D. Jordan.

Lieutenant, U.S.N.

From 8^{th} AM to Meridian

Fair and cool - Light air and breeze from N. W. and South. Made preparations for sea
At 8^{th} turned over engines. At 9^{th} unboarded ship and stowed down the river Company
of men off the town. At 10^{th} exchanged numbers with the Amphibian
at anchor on firing grounds and then made port. 584 Amphibian mounting
with a formidable. At end entrance buoy ahead distance $\frac{1}{4}$ mile ship
head E. S. Under steam alone Av. steam 50 lb Av. rev. 400 Brings ship
forward 13'-6" - aft. 16'-6" By order of Commanding Officer released S.
Boyer and R. H. Jackson (App. G.C.) from confinement. Received in Dept. of
Sav. A. 240 lbs of beef and vegetables and 192 lbs of bread.

M. Kubale

Lieutenant, U.S.N.

J. W. Higgins
Ensign

Meridian to 4^{th} PM.

Clear and fine. Light air to light breeze from South. Barometer falling. At 2^{nd} took
departure from entrance buoy of Port Royal Sound close aboard. put over
port log reading 0 and set course N.E. & G (P.C.) Got both lower anchors on
bow & secured them. By order of Comdy. Officer conjoined F. D. Boyer (G.C.)
& D. Harrington (G.C.) in double biron. 100 fms and 100 fms respectively
officer. Unsuccessful assault on another apprentice & repeat delinquencies
order. Steering with boiler A.C. & B. Av. steam 50 lb Av. rev. 444.
Set clock back 25 minutes.

O. T. Jordan
Ensign

From 4^{th} PM to 8^{th} PM

Clear and cool - mist around horizon. Gentle breeze from South to S.W. & E.
Barometer rising. Set course under steam alone. At 7^{th} stopped engines and
counted in 13 fathoms. Average steam 40 lb. Average revolutions 444. Lower sail in
eight first half of watch.

A. Bell Jr.
Ensign

From 8^{th} PM to Midnight

Pleasant - light haze around horizon. Light breeze from N.W. Barometer rising when
steady. Steaming a course N.E. & under steam alone. Av. steam 40 lb Av. rev. 43.
Examined and found to be correct.

J. D. Jordan
Lieutenant, U.S.N.

John Stewart
Lieut. - Navigator.

LOG of the UNITED STATES

Ship Essex

3d Rate,

Making passage from Port Royal, S.C. to Hampton Roads, Va.

Hour.	Knots.	Tens.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Pct. of Clear Sky, in miles.	State of the Sea.
					Direction by Standard Compass.	Poss.						
A. M.												
1	8	2	47	N 6 x E	N. W.	12	30.35	63 53 57 61	b.c.m.s	cu	7	S
2	7	7	12.4	"	"	2	30.35	64 54 52 61	"	"	7	"
3	7	8	20.2	"	"	2	30.35	63 54 52 61	"	"	8	"
4	8	0	28.2	"	N. N. x W	2	30.35	67 54 52 63	"	"	9	"
5	7	5	35.7	"	N. N. W.	2	30.36	65 53 53 63	"	"	8	"
6	7	8	43.5	"	West	2	30.36	65 57 53 64	"	"	6	"
7	7	8	57.3	"	"	2	30.36	62 57 54 64	"	"	7	"
8	7	8	59.1	"	"	2	30.37	62 58 55 60	"	"	7	"
9	7	3	66.4	"	N. E.	1	30.37	61 53 56 56	"	"	7	"
10	7	6	74.0	"	"	1	30.38	63 65 62 61	"	"	7	"
11	5	4	79.4	"	South	12	30.38	64 67 63 65	"	"	9	"
Noon.	7	9	87.3	"	"	2	30.37	63 67 63 66	"	"	9	"

Position at 8 A. M. Latitude by D. R. 38° 0' 16" N.
 Longitude by D. R. 77° 44' W.
 Latitude by observation 38° 0' 16" N.
 Longitude by observation 77° 44' W.
 Position at noon: Latitude by D. R. 38° 0' 29" N.
 Longitude by D. R. 77° 07' W.

Course made good since preceding noon: N. E. x E 1/2 E.

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 0.5 miles, set N. true.

Position at 8 P. M. Latitude by D. R. 34° 14' N.
 Longitude by " from P.M. obs. 0 76° 11' W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water — during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

196 miles.

187.3 miles.

34° 14' N.

76° 11' W.

500 gallons.

"

2100 "

9 tons, 1380 lbs.

95 " 2120 "

P. M.												
1	3	6	91.9	N. E. x E	South	3	30.32	60 60 61 69	b.c.m.s	cu	8	S
2	7	9	94.9	N. E.	"	4	30.29	65 64 60 69	"	"	7	"
3	8	1	10.9	"	N. S. W.	46	30.26	65 64 59 69	b.c.m.g.	over-sh	5	M
4	6	4	17.3	"	"	5	30.25	65 63 59 69	"	"	5	"
5	3	3	23.3	"	"	5.6	30.23	65 62 57 71	"	"	5	"
6	7	9	32.9	N. E. x E	"	5.6	30.24	60 63 57 70	"	"	5	"
7	7	9	40.8	"	West	5.7	30.25	67 62 57 69	"	cu	7	"
8	7	6	48.4	"	"	5.7	30.27	66 60 57 69	b.c.m.g.	"	8	"
9	5	0	55.1	"	"	5.7	30.29	66 58 54 63	"	"	8	"
10	3	6	58.7	N. E. x W.	N. N. W.	5.6	30.30	65 57 54 63	"	"	7	"
11	6	0	64.7	"	"	4	30.30	63 57 53 66	b.c.m.l.	"	7	"
Mid.	7	8	72.0	"	"	4	30.30	62 57 53 66	"	"	7	"

under the command of

Commander E. P. Strong,
Thursday Feb. 24th

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4^{oo} Am

Clear and pleasant. Light airs and breeze from N. W. to N. N. E.
Under steam alone. Steam pressure 45 lbs. At. revolutions 45 $\frac{1}{2}$

From 4^{oo} Am. to 8^{oo} Am

Fair and pleasant. Light breeze from N. N. W. and West. Steaming on
course N. E. x 6° Av. steam 44. At. rev. 45. sighted a square rigged
vessel to N^E and N^W standing to S^E last two hours.

M. H. Hale
Lieutenant, U. S. A.

Bob. W. Williams
Ensign

From 8^{oo} AM to Meridian

Clear and fair. Light variable airs to light Southly breeze. Barometer steady
At. 30⁹⁵ mercury and inspected at quarters after which inspected bags &
clothing of Apprentices. At 11³⁰ sounder to 18 $\frac{1}{2}$ fms. water bottom
white sand & the specks & shells. Steaming with boilers B. C. + D.
Av. steam pressure 42 lbs. Av. rev. 44.

T. P. Jackson
Ensign

Meridian to 4^{oo} PM

Clear cool and pleasant. Gentle to stiff breeze from South to N. S. W. Barometer falling
By order of Commanding Officer changed course at 12³⁰ to S. E. (P. G. 91.9) At 1³⁰
stopped fishing and uncoupled the foremast. called all hands make
sail and made all plain sail to topgallant sails except mainail
and spanker. Banker fires and compasses distilling. At 3³⁰ sounded
in 2 fathoms - coarse gray sand. By order of Commanding Officer per-
mitted at 4. London (A. 3.0) expiration of confinement and condemned to
Nelson (A. 3.0) for 4 days solitary confinement on bread & water for
direct disobedience of orders. Paymaster served out clothing and
small stores to Apprentices. Several boats in sight all of watch

H. J. Ross
Ensign

From 4^{oo} P.M. to 8^{oo} P.M.

Pleasant. Gray. lightning to N. E. last hour of watch. Stiff breeze with fresh squalls
from S. E. to N. W. Barometer rising. Steaming a course S. E. until 4³⁰
when by order of Comdg. Officer changed course to S. E. to E. S. change of sail
several sail in sight. Reddish colored and answered salute of an American
steamer passing to the S^E.

Jordan
Lieutenant, U. S. A.

From 8^{oo} P.M. to Midnight.

Gray - misty. Lightning to N. E. Moderate to very fresh breeze from the West to N. N. W. At 8³⁰ changed
course to N. E. x 6° (P. G. 91.9) At 9³⁰ carried away tops of all deck flags by wind. Took in S. S. sail, took
single reef in main topsail, set main topsail & spanker. At 9³⁰ spread tops. At 10³⁰ took to and coupled
sails. Starboard ahead on engine - took in port & starboard topsails. At 11³⁰ took in fore sail. At 12³⁰ got sounding in 42 fms.
gray sand with black specks & pebbles.

M. H. Hale
Lieutenant U. S. A.
Investigation

John W. Stewart
Lieut. & Navigator.

LOG of the UNITED STATES

35 Rate,

Ship Essex
Making passage from Port Royal, S.C. to Hampton Roads, Va.

Hour.	Knots.	Tensile	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Sky, in 10ths	State of the Sea
					Direction by Standard Compass.	Force.						
A. M.												
1	7	0	79.0	N. E. x N	N. N. E.	4	30.30	66 57 54 66	-	Sc.m	-	10 S
2	6	9	85.9	"	"	3	30.25	62 57 53 67	4	-	-	10 "
3	5	5	91.8	N. E. x N	"	3	30.24	62 57 53 67	4	-	-	10 "
4	7	5	10	N. E. x N	"	2	30.25	62 57 53 67	4	-	-	10 "
5	2	8	8.1	N. N. E.	N. N. E.	2.4	30.20	62 55 51 67	4	-	-	10 "
6	6	9	15.0	"	"	3	30.26	61 49 47 47	4	Sc.m	Sc.m	7 "
7	7	5	22.5	"	N. N.	3	30.25	59 46 48 45	4	-	-	7 "
8	7	3	29.8	"	"	3	30.27	53 47 45 45	4	-	-	7 "
9	7	5	37.1	"	South	3	30.27	54 48 46 46	4	-	-	8 "
10	7	1	46.2	N. x N	"	2	30.27	54 49 47 46	4	-	-	8 "
11	6	7	57.6	"	N. N.	2.8	30.25	53 47 46 46	4	Sc.m	Sc.m	8 "
Noon.	7	7	58.3	"	West	2	30.21	57 50 48 47	4	-	-	8 "

Position at 8 A. M. { Latitude by D.R. & bearing
Longitude by ob. 0

{ Latitude by observation 70°

Position at noon: { Latitude by observation 70°

{ Longitude by observation 70°

{ Latitude by D. R. & bearing
Longitude by D. R. 70° 31° 6

Course made good since preceding noon:

Distance made good since preceding noon:

170 miles.

Distance by Log since preceding noon:

166 miles.

Current per hour: - miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

418 gallons.

Water distilled during the preceding 24 hours,

50 "

Water remaining on hand fit for use at noon,

"

Coal consumed during the preceding 24 hours,

1700 "

Coal remaining on hand at noon,

13 tons, 400 lbs.

82 " 1720 "

P. M.												
1	5	8	66.0	N. N. W. 1/2 N	S. N.	3	30.17	60 50 45 46	Sc.m	Sc.m	7	S
2	7	9	73.9	"	S. S. W.	3	30.10	60 57 49 46	4	-	4	"
3	7	9	81.8	"	"	3	30.14	61 53 51 46	3	-	3	"
4	7	7	89.5	"	South	3	30.11	61 50 49 46	4	-	2	"
5	7	6	97.1	"	"	12	30.11	61 48 47 46	4	Curv.	2	"
6	7	4	40°	"	N. N. E.	2	30.18	62 47 45 46	4	-	4	"
7	7	5	120	"	"	2	30.14	62 46 44 46	Sc.m	Sc.m	7	"
8	6	3	163	N. N. W. 1/2 N	N. N. W.	2	30.17	61 44 44 44	Sc.m	Sc.m	7	"
9	6	3	176	N. N. W. 1/2 N	"	40°	30.21	58 44 44 44	Sc.g	-	10	"
10	6	1	25.9	"	N. x N.	57	30.22	55 45 44 44	Sc.g	-	9	"
11	6	7	38.7	N. N. W.	North	67	30.24	53 46 45 45	Sc.g	-	9	"
Mid.	3	9	42.6	At anchor	N. N. W.	67	30.28	53 35 35 35	Sc.g	-	9	"

under the command of

Commander E. P. Strong

, U. S. Navy,
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4⁰⁰ AM

Say and misty - Moderate decreasing to light breeze from N.W. At 3⁰⁰ took in topg and aft sail. At end under steam alone course N.E. x N. Steered N.E. x E. back into second hour. At 2³⁰ picked up Diamond Shoal Lightship. At 3⁴⁵ Lightship bore S. W. x S. (p.c.) distant 2 miles. Slight the light of three steamers standing to the S. Av. steam 44. Av. rev. 40

J. W. Williams
Ensign

From 4⁰⁰ AM to 8⁰⁰ AM

Clear and pleasant. Light to stiff breeze from N.W. & N.N. Barometric rising. At 4¹⁵ changed course to N.W. (P.L. 33) steaming with boilers 13.0 & D. Av. steam 44 lbs. Av. rev. 42

J. T. Jackson
Ensign

From 8⁰⁰ AM to Meridian

Clear - cool and pleasant. Light N.Wly breeze. Barometric falling. At 9⁰⁰ mustered at quarters after which went to general quarters secured and then went to fire quarters - Unbent main topsail. By order of Commanding Officer changed course at 9⁰⁰ to N.W. (P.L. 37.1) by shape authority confirmed N.S. Peatka (P.L. 37) for three days in double irons for disobedience of orders. On course under steam alone - Average steam 42. Average revolutions 45. A. D. Clark
Ensign

Meridian to 4⁰⁰ PM

Pleasant - cool and hazy - Gentle breeze from S.W. to S.S.W. Barometric falling. Steaming a course N.W under steam alone. At 12⁰⁰ by order of Comdg. Off. changed course to N.W. x N.W. Several sail in sight. Av. steam 46 lbs. Av. rev. 40. By order Comdg. Off. released from confinement S.C. Jennings (P.L. 43) expiration of confinement.

J. Jordan,
Lieutenant, U.S.N.

From 4⁰⁰ PM to 8⁰⁰ PM

Cloudy to clear - light air & breeze from the South N.E. to S.S.W. But main topsail - w^g anchors ready for letting go. At 6⁰⁰ sighted light of Cape Henry & Charles. At 7⁰⁰ changed course to N.W. (P.L. 12.0) at 7⁰⁰ to S.W. (P.L. 43) and at 7⁰⁰ to N.W. (P.L. 17.6) standing into Chesapeake Bay. Five steamers in sight at end of watch.

J. W. Williams
Ensign

From 8⁰⁰ PM to Midnight

Clear to fair - light breeze from between North and S.W. Steaming standing in Virginia Capes on various courses between N.W by N.^{1/2} W and N.W. Commanding Officer confirming - Passed close to Thimble Shoal Light and at 11⁰⁰ came to in 9 fms with starboard anchor awe and veered to 60 yrs. Thimble Shoal light bearing E.N.E. distant about 1/2 mile. Banker Pier.

Examined and found to be correct.

J. W. Williams
Ensign

J. W. Stewart
Lieut. Navigator.

LOG of the UNITED STATES

3d Rate,

Ship Essex
At anchor in Hampton Roads, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Skies, in tenths.			
					Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Therm. att'd.	Air Dry Bulb.	Air Wet Bulb.	Wind at Surface.	
A. M.				North	N N W	5.7		30.29 52	35	33				
1				N N W	"	5.7		30.81 48	33	31	"	"		8
2				"	"	5.7		30.81 48	32	30	"	"		8
3				N N W x N	"	5.7		30.81 49	31	29	"	"		6
4				N N W	"	5.7		30.84 52	31	29	"	"		8
5				N N W x N	South	5.7		30.84 52	31	29	"	"		6
6				N N W x N	"	5.7		30.87 57	32	30	"	"		8
7				"	"	4.6		30.29 52	33	30	"	"		7
8				"	"	4		30.89 52	33	30	"	"		7
9				"	"	4		30.42 52	33	31				7
10				"	North	3		30.42 53	34	32				7
11				N E x N	"	2		30.42 47	39	36	"	"		7
Noon.				E N E	N N W	1/2		30.42 45	42	38	"	"		7

Position at 8 A. M.	Latitude by	○	°	"
	Longitude by	○	°	"
Position at noon:	Latitude by observation	○	°	"
	Longitude by observation	○	°	"
Position at 8 P. M.	Latitude by D. R.	○	°	"
	Longitude by D. R.	○	°	"

Course made good since preceding noon: *N 40° W*Distance made good since preceding noon: *78*, miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.	Latitude by	○	°	"
	Longitude by	○	°	"

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, *500* gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours, *1200* lbs.Coal remaining on hand at noon, *320* lbs.

P. M.	Courses Steered	Wind	Force	Heel	Barometer	Temp.	State of Weather	Clouds
1	S E x E N E	N S W	3		30.87 46	41 37		
2	S E x N	S N E	2.3		30.83 46	41 38	"	4
3	"	"	2.3		30.81 44	40 37	"	6
4	West	E S E	2.3		30.81 46	41 39	"	5
5	"	"	2.3		30.81 47	40 37	"	5
6	S W x N	"	2.3		30.81 47	39 37	"	5
7	S W	"	2.3		30.83 48	40 38	"	6
8	S S W	S C	3.4		30.83 45	40 36	"	6
9	South	S S C	3		30.83 42	38 36	"	6
10	S S C	"	3		30.83 48	37 36	"	6
11	East	"	3		30.86 49	36 35	"	6
Mid.	E x N	"	3		30.85 48	36 35	"	6

under the command of

Commander E. J. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4⁰⁰ AM

Clear - stiff to very fresh breeze from N.W. blowing in squalls.
Banked fires under boilers & C.R.D. Distilling.

O.P. Gailey

Ensign

From 4⁰⁰ AM to 8⁰⁰ AM.

Clear - cool and pleasant. Stiff to very fresh breeze blowing in squalls. Just half to moderate breeze from North, last half of watch. At 6⁰⁰ exchanged numbers with the "Perro". At 8⁰⁰ made General signal Int 2259 ft. "Perro" answered with affirmative. Made preparations for putting under way.

A. G. Ellery

Ensign

From 8⁰⁰ AM to Meridian

Clear and cool. Moderate breeze to light air from N.E. to N.W. Barometer steady. At 8⁰⁰ made signal 2221 "Perro" repd. "Yes". Hove up set by anchor and proceeded to Hampton Roads. Comdg. Officer commanding the ship At 9⁰⁰ came to with port anchor in 1^{1/2} fms. water veering to 60 fms. on port chan. Bearings at anchorage Old Pt. right 15° 37' E. Pt. Raps. S. 6° E. Draft of ship 13'-4" D. - 17'-4" aft. At 9⁰⁰ made signal 2121 "Perro" answered "Yes". Let fires die out under two boilers. Received a visit from a boarding officer from the "Perro". Comdg. Officer paid an official visit to the "Perro".

J. Jordan
Lieutenant, U.S.N.

Meridian to 4⁰⁰ PM.

Clear to fair. Light to gentle breeze from N.W. to S.E. Finished cleaning up. By order of Comdg. Officer J. G. Clark (A. S.C.) was released from confinement, his term of having expired. J. G. Oliver (A. S.C.) was confined in double irons for eight days for unorthodox conduct. Distilling

M. McNamee
Lieutenant, U.S.N.

From 4⁰⁰ to 8⁰⁰ PM

Cool. Light haze to S.W. Light to gentle breeze from E.S.E. to S. Barometer steady then rising. The U.S.S. "Perro" left the harbor standing to seawards.

J. Jordan
Lieutenant, U.S.N.

From 8⁰⁰ P.M. to Midnight

Clear and cool. Gentle to light S.S.E. breeze. Distilling.

M. McNamee
Lieutenant, U.S.N.

Examined and found to be correct,

John W. Stewart
Lieut. - Navigator.

LOG of the UNITED STATES

34 Rate,

Ship Essex
At anchor in Hampton Roads, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			BAROMETER.			TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Pctg. of Clear Sky, in Miles.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.	Latitude.	Height in inches.	Ther. att'd.	Air-Dry Bulb.	Air-Wet Bulb.	Water at Surface.				
A. M.				N E x G	S S E	2		30 30	47	42	40						
1						2		30 30	52	36	35				b c w.	cu	7
2				N N W	N E	1		30 30	52	36	35						7
3				N N x N	"	1		30 30	52	34	33						6
4				N N x N	"	1		30 30	52	33	34						6
5				N N x N	East	01		30 30	53	34	33						8
6				calm	0			30 30	53	34	33						7
7				West	North	1		30 30	54	35	34					slo	4
8				N S	N N E	2		30 30	52	36	34						6
9				S E x G	N E	3		30 30	54	39	37					ei-clu	4
10				N E	"	34		30 30	50	41	39						2
11				N E x G	"	34		30 30	50	41	39						1
Noon.				"	"	34		30 30	48	42	39						1

Position at 8 A. M. { Latitude by
Longitude by

o e n

Latitude by observation

o e n

Position at noon: { Longitude by observation
Latitude by D. R.
Longitude by D. R.

o e n

o e n

o e n

o e n

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

o e n

o e n

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water ~~distilled~~ during the preceding 24 hours,

900 "

Water remaining on hand fit for use at noon,

1500 "

Coal consumed during the preceding 24 hours,

1 tons, 720 lbs.

Coal remaining on hand at noon,

78 " 680 "

P. M.																	
1				E N E	N E	3		30 30	47	42	40						1
2				N E x N	"	3		30 30	49	41	39						2
3				E S E	East	2		30 28	49	42	40						4
4				S E x S	"	2		30 27	47	42	40						6
5				N x N	"	2		30 26	50	41	39						4
6				N 1/2 S	"	2		30 26	54	39	38						1
7				S N x N	"	2		30 26	55	40	39						1
8				"	"	2		30 28	57	40	39						2
9				S N	"	3		30 27	56	39	37						3
10				N E	N E	28		30 27	58	39	37						6
11				E N E	"	2		30 28	58	39	37						7
Mid.				"	"	2		30 28	56	38	36						8

under the command of

Commander E. P. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Compasses and until 4^{th} AM
fair and cool. Light airs and breezes from S.S.E. First half
shifting to S.E. Distilling.

Fr. W. Williams
Ensign

From 4^{th} AM to 8^{th} AM
Clear and cool. Calm and light airs to light breeze from
N to E. Barometric rising then falling. Sun up at 8^{th} AM

J. M. Jordan,
Lieutenant, U.S.N.

From 8^{th} AM to Meridian
Cloudy - Gentle to moderate N.E. breeze. At 9^{th} muster and
inspector apprentices. Preparing for inspection. Uniform
royal and P.T. gear good and ready for P.T. mast ropes.
By order of Commanding Officer D. Harrington (Q.3.C) was re-
leased from confinement, term having expired.

M. Hulme
Lieutenant, U.S.N.

Meridian to 4^{th} PM
Cloudy and cool - Light to gentle breeze from S.E. and East
By order of Commanding Officer released M. S. Blatch (Q.3.C)
and J. Wilson (Q.3.C) from confinement.

Fr. W. Williams
Ensign

From 4^{th} P.M. to 8^{th} P.M.
Cloudy - Light N.Ely. breeze.

H. H. Hayes
Lieutenant, U.S.N.

From 8^{th} P.M. to Midnight
Cloudy to fair and cold - Light airs to gentle breezes
from East and S.E.

Fr. W. Williams
Ensign

Examined and found to be correct.

John W. Stewart
Lieut.
Navigator.

LOG of the UNITED STATES

Ship Essex 30⁵ Rate,

At anchor in Hampton Roads Va.

Hour.	Knots.	Tenths.	Reading of Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clouds, by symbols.		
					Direction by Standard Compass.	Force. Beaufort.	Heel.	Leverage.	Height in inches.	Therm. at 40°.	Dry Air, 40°.	Wet Air, 40°.	Water at Surface.
A. M.				E N E	N E	3			30.22	53	38	36	
1					"	4			30.20	53	37	35	S. o. m. cum 8
2				N E	"	4			30.19	51	37	35	" "
3					"	4			30.17	51	37	35	" "
4				N x E	"	4			30.14	50	37	35	" "
5				N C	"	4			30.13	46	36	34	" "
6					"	4			30.11	44	36	34	" "
7				N. N. E	"	4.5			30.11	43	37	35	" "
8				N x E	"	4.5			30.11	43	37	35	b. c. g. m. cum 6
9				N E	"	4.5			30.11	43	37	35	" "
10				N E	"	4.5			30.11	43	37	35	" "
Noon.									30.09	46	37	35	" "
									30.09	46	37	35	" "

Position at 8 A. M. { Latitude by
Longitude by

o e "

{ Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

o e "

o e "

o e "

o e "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

o e "

o e "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water — during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

900 "

Coal consumed during the preceding 24 hours,

1160 lbs.

Coal remaining on hand at noon,

76 " 1760 "

P. M.					North	45°						
1					N. E.	4.5			30.09	49	37	35
2					N. E.	4.5			30.06	49	36	34
3					N. N. E.	4.5			30.03	50	37	35
4					"	3.5			30.03	51	37	35
5					"	3.5			30.03	52	38	36
6					"	3.5			30.03	52	38	36
7					N. N. W.	3			30.03	57	35	36
8					"	2			30.04	53	36	35
9					"	2			30.05	56	36	35
10					"	2			30.05	57	37	35
11					"	2			30.05	55	36	35
Mid.					North	2			30.07	56	36	35
					"	2			30.07	54	36	35

under the command of

Commander E. P. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4⁰⁰ AM
Clear - Gentle to moderate N. Ely breeze.

O. Jackson.

Ensign

From 4⁰⁰ AM to 8⁰⁰ AM
Clear and cool - Moderate N. E. breeze. Barometer falling.
Between 5⁰⁰ & 6⁰⁰ lightning to S^E and E^S. Executed morning orders

W. H. Huie

Lieutenant, U. S. N.

From 8⁰⁰ AM to Meridian

Fair and cool - Moderate breeze with stiff puffs from N.E. and S.E.
At 9⁰⁰ Commander Dickens, W.S.N. came on board to inspect ship
as the representative of the Bureau of Navigation. Mustered at quarters
at 8⁴⁵ and ship and crew were inspected - Exercises as follows
all divisions - Fire Drills - Clear Ship for action - General Quarter
Arm and Away boats - and Abandon Ship - 3rd Div. Bag Inspection
and Single Slicker - 2nd Div. Hammock Inspection and Pistols
Port Side - Standing up - Signal Squad 8 guns

Gro. W. Moore

Ensign

Meridian to 4⁰⁰ P.M.

Fair and cool - Gentle to stiff breeze from North & N.E.
Commander Dickens W.S.N. continued the inspection of the ship,
executed at Sail Drill + sending down light yards.

O. Jackson

Ensign

From 4⁰⁰ P.M. to 8⁰⁰ P.M.

Fair - cool - Gentle to moderate breeze from N. N.E. and South.

Gro. W. Moore

Ensign

From 8⁰⁰ P.M. to Midnight.

Fair to clear - Moonlight. Light to gentle N. Ely breeze.

O. Jackson

Ensign

Examined and found to be correct.

Approved

E. P. Strong

Commander, U. S. N. Comdg.

John W. Stewart
Lieut. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in Hampton Roads, Va.

35 Rate,

Hour.	Knots.	Tenths.	Reading of Pilot Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. in Miles. State of the Sea.
					Direction by Standard Compass.	Force.					
A. M.				N 6 x E	North	2	30.07 54	31 53	b.c.	sh. - ca. 6	
1						3	30.07 55	34 53	"	"	6
2					"	3	30.07	34 53	"	"	6
3					"	2	30.07	53 33 32	"	"	8
4				N 6 1/2 E	"	2	30.07	49 32 32	"	"	8
5				North	"	2	30.07	49 32 32	"	"	8
6				N. N. W.	"	2	30.07 49	32 32	"	"	7
7				N. N. W.	"	2	30.11 53	33 32	"	"	7
8					"	2	30.14 53	33 32	"	"	7
9					"	2	30.17 53	34 53	"	"	7
10				N. N. W.	North	2	30.20 57	31 35	"	"	7
11					"	3	30.20 54	39 36	"	"	7
Noon.					"	3	30.19 54 47	39	"	"	7

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

0 " "

Water distilled during the preceding 24 hours,

0 " "

Water remaining on hand fit for use at noon,

0 " "

Coal consumed during the preceding 24 hours,

500 gallons.

Coal remaining on hand at noon,

900 "

1300 "

1 tons, 1080 lbs.

75 " 680 "

P. M.											
1				W x N.	North	3	30.18 54 46 45	b.c.	fine 9		
2				W. N. S.	N. S. x N.	3	30.16 56 48 41	"	"	8	
3				S. S. x S.	S. S. x S.	3	30.17 56 41 39	"	"	9	
4				S. N. S.	"	3	30.19 54 40 38	"	"	7	
5				"	N. S.	2	30.19 52 39 37	"	"	7	
6				X. S.	"	2	30.19 51 38 37	"	"	7	
7				X. X.	"	2	30.20 53 38 37	"	"	7	
8				V. x X.	"	2	30.25 54 38 36	"	"	8	
9				S. V.	S. S. S.	2	30.29 56 38 36	"	"	8	
10				S. V. x S.	S. W. S.	3	30.30 48 38 36	"	"	8	
11				S. V.	S. S.	3	30.30 58 36 35	"	"	7	
Mid.				S. - N.	S. S. S.	2	30.30 56 36 35	"	"	7	

under the command of

Commander E. J. Strong.

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until ~~10th~~ AM
Fair and cool. Light & gentle Northly breeze.

T. W. Hinman
Ensign

From 4th AM to 8th AM
Clear and cool - Light breeze from North to N. N. W. Paymaster
received fresh provision as follows: 96 lbs. bread and
100 lbs. each of beef and vegetables.

D. Bellamy
Ensign

From 8th AM to Midday.

Clear and cool. Light & gentle breeze from N. N. W. to N.
At 10 A.M. mustered and inspected at quarters. Under mineral. Crossed
topgallant & royal yards. The Commandant officially on
the Commandant of Fort Monroe. Received in Dept. of Supplies and debts
\$1000.00 currency. By order of Comdg. Offr. placed in solitary confinement
in bread and water for five days & one day, approx. 24 hrs. Officer -
His respect to an officer. Indicates Officer held magazine flood cooler &
found drum in good working order.

O. P. Jackson
Ensign

From Midday to 1 P.M.

Clear and pleasant. Gentle breeze from South to S. E. By order
of Commanding Officer, released F. J. Bojar (A/C) expiration of confinement.
Paymaster remitted monthly money to crew.

D. Bellamy
Ensign.

From 1 P.M. to 6 P.M.

Clear and cool - Light N. Ely. breeze.

O. P. Jackson
Ensign.

From 6 P.M. to Midnight.

Clear and cool - Light S. Ely. breeze.

D. Bellamy
Ensign.

Examined and found to be correct.

John L. Stewart
Lieut. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in Hampton Roads, Va.

Rate,

Hour.	Knots.	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer, Height in inches.	Therm. attd.	Temperature.	State of the Weather, by symbols.	Forms of clouds, by symbols.	Prog. of Clouds, by S.S.Y. in tenths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.							
A. M.														
1				S. S. E.	7			30.31	56	36 85	b.c.	f few	8	
2				East	1			30.32	54	37 35	"	"	5	
3				E. + N.	8. S. E.	2		30.32	55	36 85	"	"	4	
4				"	"	2		30.32	60	37 36	"	"	3	
5				N. E.	"	2		30.33	61	36 85	"	"	4	
6				South	1	3		30.31	59	37 35	"	"	3	
7				S. S. W.	4	3		30.32	59	39 37	"	"	1	
8				S. W. + W.	4	3		30.32	56	39 37	b.c.on.	str. cum	1	
9				W. S. W.	1	3		30.34	54	41 39	o.c.m.	"	0	
10				"	3			30.35	56	42 40	"	"	0	
11				S. S. W.	4	3		30.33	56	44 42	o.c.m.	"	0	
Noon.				S. N. x N	4	3		30.32	60	45 42	o.c.m.	"	0	

Position at 8 A. M. { Latitude by
 Longitude by
 Latitude by observation
 Longitude by observation
 Position at noon: { Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water ~~distilled~~ during the preceding 24 hours,

500 gallons.

1700 "

2000 "

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

2 tons, 2120 lbs.

Coal remaining on hand at noon,

72 " 800 "

P. M.														
1				South	S. S. E.	3		30.27	60	48 46	o.c.m.	sc-cum	0	
2				S.E.	3	4		30.24	60	55 46	"	"	0	
3				"	4			30.20	62	53 46	"	"	0	
4				S. E. x E	5	5		30.19	62	57 46	"	"	0	
5				East	5	5		30.16	63	48 46	"	"	0	
6				E. S. E.	4	4		30.15	64	47 46	"	"	0	
7				South	S. S. W.	1		30.17	63	47 46	"	"	0	
8				H. S. W.	H. S. W.	2		30.32	62	47 46	o.c.m. w. cum	"	0	
9				H. x N	"	2		30.25	61	47 46	"	"	0	
10				H. x S	"	2		30.20	61	46 46	o.c.m. n. cum	"	0	
11				H. x N	"	2		30.27	60	46 46	"	"	0	
Mid.				H. x S	H. x S	2		30.27	60	45 44	"	"	0	

under the command of

Commander G. J. Strong, U. S. Navy,
Wednesday, March 2nd 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 a.m.

Cloudy and cold - Light air to light breeze from N.W. to S.S.E. Barometer rising then steady.

J. Jordan
Lieutenant

4 a.m. to 8 a.m.

Cloudy. Gentle breeze from S.S.E. Received in Dept. of Supplies and Diet. 120 lbs. each of fresh beef + vegetables and 96 lbs. of flour/bread

O.P. Jackson
Ensign

From 8⁰⁰ A.M. to Meridian

Overcast with passing showers thru long. Gentle breeze from S.S.E. At 10⁰⁰ mustered at quarters. J. Olson (S.M.M.) returned from liberty, from overtime

A. Miller

Ensign

Meridian to 4⁰⁰ P.M.

Overcast - cloudy - hazy. rain and chilly. Gentle to stiff breeze from S.S.E. Carbuncle falling.

Jordan
Lieutenant, U.S.N.

From 4⁰⁰ P.M. to 8⁰⁰ P.M.

Overcast and misty - Stiff breeze from S.S.E. shifting to light breeze from N.W. last hour. By order of Ensign of Navigation transferred James Peterson (M. atg. 1/C) to the U.S.C.S. Richmond and H. J. Cowe (cox) to the U.S.A. and Washington D.C. the acting appointment of the latter as S.M. 2/C having been revoked on account of the traps he

A. Miller

Ensign

From 8⁰⁰ P.M. to Midnight

Overcast - cloudy - hazy - drizzling rain latter part of watch - light breeze from N.W. Barometer rising

J. Jordan
Lieutenant, U.S.N.

Examined and found to be correct.

- John W. Stewart
Lieut. Navigator.

LOG of the UNITED STATES

Skip Essex
At anchor in Hampton Roads, Va.

95 Rate,

Hour.	Knots.	Tensile	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Barometer.	Temperature.	State of the Weather, by symbols.	Forms of clouds, by symbols.	Perc. of Cloudy Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.							
A. M.													
1				West	N. N. W.	1		30.25	60 45 43	"	oc d	curly	0
2				South	"	2		30.25	62 46 43	"	"	"	0
3				E. N. E.	"	2		30.20	60 47 43	"	"	"	0
4				"	"	2		30.22	67 44 43	"	"	"	0
5				"	"	3 4		30.35	66 44 43	"	"	"	0
6				N. E.	"	2		30.35	59 42 40	b g m	"	"	3
7				"	North	3		30.39	57 42 35	"	curly	2	2
8				N. N. W.	"	3 4		30.25	58 39 35	"	"	"	3
9				N. N. W.	"	4 5		30.40	58 39 35	"	"	"	6
10				N. N. W.	"	4 5		30.40	58 41 39	"	"	"	6
11				N. N. W.	"	4		30.40	59 42 39	"	"	"	8
Noon.				N. N. W.	N. N. E.	3 4		30.45	62 45 42	"	"	"	8

Position at 8 A. M.	Latitude by	0	"
	Longitude by	0	"
Position at noon:	Latitude by observation	0	"
	Longitude by observation	0	"
Position at noon:	Latitude by D. R.	0	"
	Longitude by D. R.	0	"

Course made good since preceding noon :

Distance made good since preceding noon : miles.

Distance by Log since preceding noon : miles.

Current per hour : miles, set true.

Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water ~~distilled~~ during the preceding 24 hours, "

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.													
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
Mid.													

under the command of

Comptender E. D. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

until 4th P.M.
Sunny. Light air and breeze from N.E. M. Bullock
Lieutenant.

7th M.
Gentle to moderate N.E. wind. Paymaster
came as follows. Is the bread and vegetables
for the crew.

A. D. Miller
Ensign

Gentle to moderate breeze from N.E. to S.E.
At 9th Harry Park Long came alongside
vessel at Norfolk the following appointment
necessary papers, bags and packages, etc.
granted him 60 days leave of absence. By
order from commanding a. S. B. C. J. D. Quinn
and J. E. Harding (A. 2d) separation of confinement.

J. W. Jordan,
Lieutenant U.S.N.

Wednesday 4th P.M.

Cloudy & overcast - Gentle to moderate N.E. breeze. At 2nd started
fires in 1st & 2^d boilers. Received in Dept. of S.A. 180 lbs. each fresh
bread and vegetables and 140 lbs. Bread. At 3rd banked fires. Thomas
Joseph Wilkes (m.e.a.-2d) was given an acting appointment as master
at arms 1st class. Secured 1st & 2^d cutters & sailing launch for sea

M. Bullock
Lieutenant U.S.N.

From 4th P.M. to 8th P.M.

Overcast - cloudy - hazy and cool - Gentle to moderate breeze from
N.E. Barometer falling.

J. W. Jordan,
Lieutenant U.S.N.

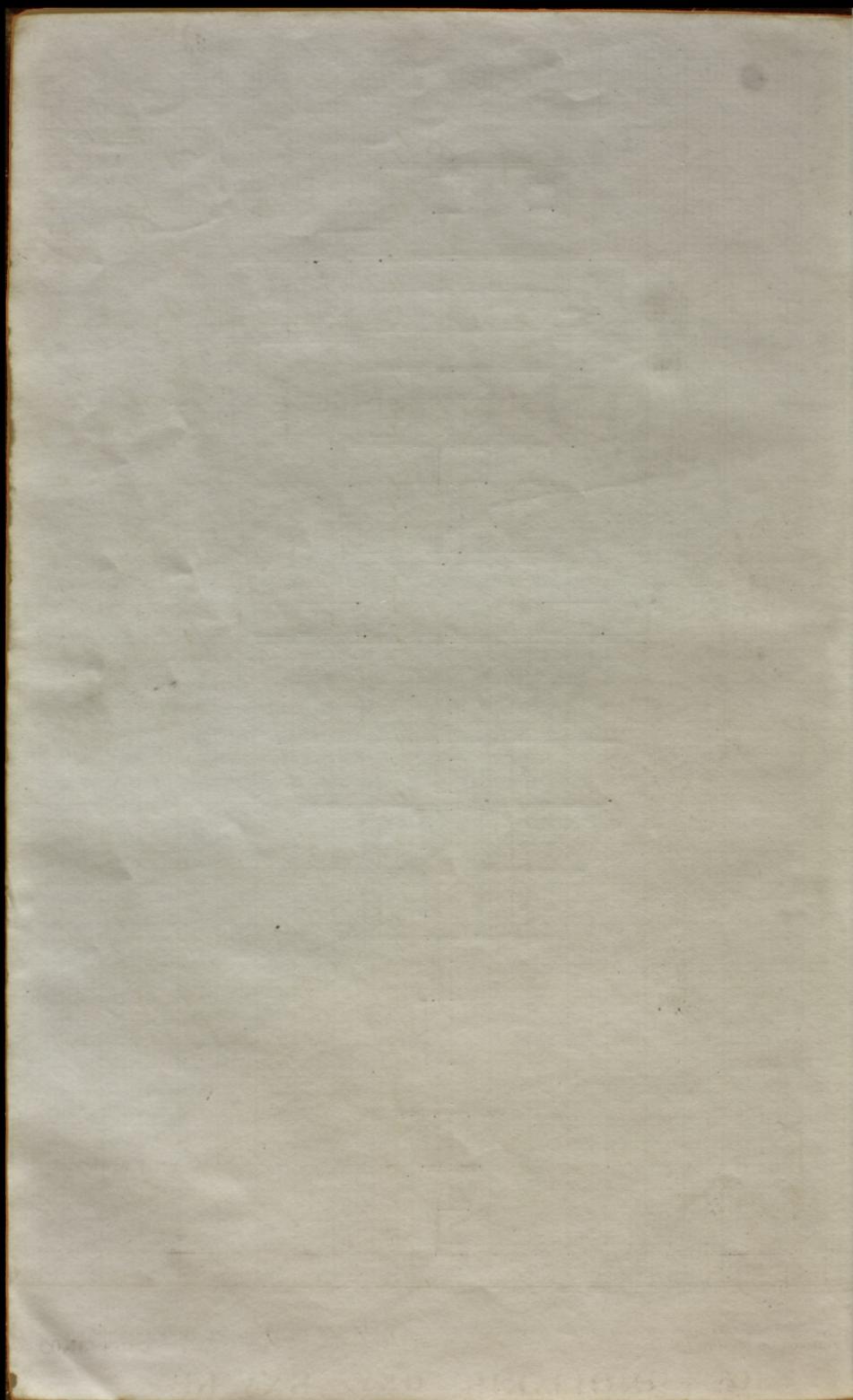
From 8th P.M. to Midnight

Overcast - drizzling last part. Raw and disagreeable. Gentle to
slight N.E. breeze.

M. Bullock
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieut. Navigator.



under the command of

Comptmander E. P. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences am until 4^o P.M.
Overcast & drizzling. Light air and breeze from N.E. M. Bullock
Lieutenant.

From 4^o P.M. to 8^o P.M.
Cloudy and misty - Tende to moderate stiff wind. Paymaster
receives fresh provision as follows. 72 lbs bread and 90 lbs
each of beef and vegetables. H. D. Miller
Ensign

From 8^o A.M. to Meridian.
Fair - hazy and cool - Stiff to gentle breeze from N. to N.E.
Barometer rising when clear. At 9^o A.M. "Parr" Long came alongside
transferred to the U.S. R. S. Franklin at Norfolk the following appointment:
2nd class (Sergeant) with necessary papers, bags and belongings, etc.
Apprentices having been granted ten (10) days leave of absence. By
order Comdg. Officer released from confinement A. J. Bell (A. 3C), J. W. Dunn
(A. 3C), H. H. Kappelech (A. 3C) and J. E. Harding (A. 2C) expiration of confinement.

W. W. Jordan transferred to the
U.S.R.S. Franklin

J. W. Jordan,
Lieutenant U.S.N.

and granted 10 days leave of absence.

Tende to moderate N.E. breeze. At 2^{1/2} started
Recruit in Dept. of 50 & 180 lbs. each fresh
144 lbs. Bread. At 3^o P.M. Banks fire. Thomas
was given an acting appointment as master
of 1st & 2nd cutters & sailing launch for sea

Bucher H. C. August E. G.

Lieutenant U.S.N.

Conner J. G. Fletcher A. N.

Jackson R. H. Thomas J. O.

Reimbold G. S. Werner F. C.

Cron C. C. Salerno L.

Lugbest C. Richardson D. H.

Whittemore J. L. Murray H. M.

Hellen L. Taylor G. N. R.

Dickinson G. M. Beach E. G.

Whitney J. M. Rice A. E.

Sewell A. J. Priddy W.

Osman H. A. Liebig C. G.

John W. Stewart
Lieut. Navigator

night last part. Raw and disagreeable. Gentle to

M. Bullock
Lieutenant, U.S.N.

Examined and found to be correct.

John W. Stewart
Lieut. Navigator

LOG of the UNITED STATES

30 Rate,

Ship Essex
At anchor in Hampton Roads, Va.

Hour.	Knts.	Tensile	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Pct of Clouds, Sky in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.						
A. M.												
1				N 6° x N	N 6°	45°	30.38	66 41 40	o. amgd	cu - w	0	0
2				S 6° x E	"	45°	30.36	66 41 40	"	"	0	0
3				"	"	45°	30.34	65 41 40	o. amgd	"	0	0
4				E. J. S.	"	45°	30.33	66 41 41	"	"	0	0
5				S. J. S.	"	57°	30.19	66 41 41	"	"	0	0
6				S. 6° x E	"	57°	30.18	66 41 41	"	"	0	0
7				North	"	57°	30.18	66 41 41	"	"	0	0
8				"	"	7.8	30.07	66 42 42	"	"	0	0
9				North	"	7.9	30.06	66 42 42	"	"	0	0
10				"	"	7.9	30.06	66 41 41	"	"	0	0
11				N x E	"	7.9	30.06	66 41 41	"	"	0	0
Noon.				"	"	7.9	30.03	64 41 41	"	"	0	0

Position at 8 A. M. { Latitude by

Longitude by

Position at noon: { Latitude by observation

Longitude by observation

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by

Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water ~~distilled~~ during the preceding 24 hours,

500 "

Water remaining on hand fit for use at noon,

2600 "

Coal consumed during the preceding 24 hours,

2 tons, 1600 lbs.

Coal remaining on hand at noon,

67 " 320 "

P. M.												
1				N x N	N x E	7.8	30.32	62 42 42	o. amgd	cu	0	0
2				S 6° x N	"	6.8	30.03	60 42 42	"	"	0	0
3				S. N. N.	S. N. N.	6.7	30.11	63 41 41	"	"	0	0
4				"	"	6.7	30.13	65 41 41	"	"	0	0
5				"	"	5.7	30.16	63 39 39	"	"	0	0
6				"	"	5.7	30.17	61 39 39	o. amgd	"	0	0
7				N x N	"	5.6	30.21	63 38 38	o. amgd	"	0	0
8				S. N. N.	"	5	30.20	60 38 38	"	"	0	0
9				S. 6° x N	"	5	30.27	64 38 38	"	"	0	0
10				S. N. N.	"	3.5	30.30	63 37 37	"	"	0	0
11				S. N. N.	"	3.5	30.33	61 37 37	"	"	0	0
Mid.				West	North	4	30.34	60 39 39	"	"	0	0

under the command of

Commander E. P. Strong, U. S. Navy,
Friday March 4th, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4th AM.

Overcast - misty - squally and raining. Moderate breeze with stiff puffs from N.E. Bar. Falling rapidly. Wind made first hour.

G. W. Williams
Ensign

From 4th AM. to 8th AM.

Overcast - cloudy and rainy and cold. Stiff breeze to moderate gale from N.E. to North. Barometer falling rapidly. Hoisted an steam launch.

J. M. Jordan,
Lieutenant, U.S.R.

From 8th AM. to Meridian

Overcast - raining. Very fresh breeze to strong gale in squalls from the South to N.E. Barometer falling.

M. W. Mayne
Lieutenant, U.S.R.

Meridian to 4th P.M.

Rainy weather - Blowing a moderate gale in squalls from N.E. first half - decreasing in force last half.

G. W. Williams
Ensign

From 4th P.M. to 8th P.M.

Overcast - raining last part. Stiff to fresh N.W. to N. E. breeze. Bar. rising.

M. W. Mayne
Lieutenant, U.S.R.

From 8th P.M. to Midnight.

Overcast - stiff to moderate breeze from N.N.W. to South. Barometer rising.

D. G. Bellwood
Ensign

Examined and found to be correct.

J. M. Jordan.
Lieutenant Navigator.

LOG of the UNITED STATES

34th Rate,

Skipper

At anchor in Hampton Roads, Va., making passage to Tompkinsville, N.Y.

Hour.	Knots.	Tensile.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prev. of Clouds S.S.Y. in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.						
A. M.					North	34		30.35 60 39 39	"	com	cu	2
1				<i>N x S</i>	"	4	30.37 59 38 38	"	"	"	"	4
2				<i>N x N</i>	"	3	30.39 57 38 38	"	"	"	"	4
3				"	"	3	30.39 59 37 37	"	"	"	"	8
4				<i>N x W</i>	<i>N. N. W.</i>	3	30.39 59 37 37	"	"	"	"	8
5				<i>N.E. x E</i>	"	4	30.40 59 37 37	"	"	"	"	8
6				"	"	4	30.40 61 37 37	"	"	"	"	7
7				"	"	3	30.52 63 38 37	"	"	"	"	7
8				"	"	3	30.53 62 39 38	"	"	"	"	7
9	<i>5</i>	<i>5</i>	<i>5</i>	<i>E 5° E 46°</i>	"	4	30.55 62 40 39	"	"	"	"	8
10	<i>5</i>	<i>5</i>	<i>5</i>	<i>E 5° E 46°. E 46°</i>	<i>N. N. W.</i>	5-	30.57 61 40 38	"	"	"	"	6
11	<i>6</i>	<i>6</i>	<i>6</i>	<i>N.E.</i>	"	5-	30.57 60 40 38	40	"	"	"	6
Noon.	6	6	27.9	"	"	5-	30.57 57 40 38	40	"	"	"	6

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation cross bearing
Longitude by observation " "
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon: *6 8° N.*

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by *N. P.*
Longitude by *also 0 at 4:30 P.M.*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

0 ' "

0 ' "

37° 0 04' 00" N
75° 42' 45" W

0 ' "

0 ' "

29 miles.

miles.

37° 49' 01" N
74° 56' 06" W

P. M.												
1	<i>5</i>	<i>2</i>	<i>32.1</i>	<i>N. E. x N.</i>	<i>N. N. W.</i>	5	30.37 57 41 39 40	60.2.m	com	5 m	5 m	
2	<i>6</i>	<i>9</i>	<i>41.0</i>	<i>N. N. E. 42° E</i>	"	45-	30.38 57 41 39 40	"	"	6	6	
3	<i>6</i>	<i>7</i>	<i>47.7</i>	"	"	45-	30.38 57 42 39 40	"	"	6	4	
4	<i>7</i>	<i>2</i>	<i>54.9</i>	"	"	4	30.38 57 42 40 40	"	"	8	4	
5	<i>7</i>	<i>6</i>	<i>62.5</i>	"	"	4	30.38 57 42 40 40	"	"	8	4	
6	<i>7</i>	<i>0</i>	<i>69.0</i>	"	<i>N. E.</i>	4	30.38 57 42 40 40	"	"	7	4	
7	<i>5</i>	<i>2</i>	<i>75.7</i>	<i>N. 8½° N.</i>	"	4	30.37 60 41 39 40	"	"	8	4	
8	<i>6</i>	<i>5</i>	<i>82.3</i>	"	"	1	30.60 61 41 40 40	"	"	8	4	
9	<i>5</i>	<i>2</i>	<i>88.5</i>	<i>N. N. E. 42° E</i>	<i>North</i>	1	30.62 62 41 40 40	"	"	9	5	
10	<i>5</i>	<i>6</i>	<i>94.1</i>	"	<i>N. N. W.</i>	2	30.64 61 41 39 40	"	"	9	4	
11	<i>5</i>	<i>2</i>	<i>101.0</i>	<i>N. N. E. 42° E</i>	"	3	30.65 59 40 39 40	"	"	9	4	
Mid.	6	9	2.9	"	"	3	30.66 58 40 39 40	"	"	9	4	

under the command of

Commander E. P. Strong
Saturday March 5th

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4⁰⁰ AM
Cloudy to clear - Bright moonlight. Gentle to moderate
breeze from North & N. N. W.

O. T. Jackson.
Ensign

From 4⁰⁰ AM to 8⁰⁰ AM

Clear and cool. Moderate to gentle N. N. W. to N. W. breeze. Bar. rising
Executive morning orders. Made preparations for sea. At 7⁴⁵ got
under way and stood out from Hampshire Roads. Cloudy. Officer
comming. Draft 10 ft. 3 in. - Aft 16 ft. 4 in.

M. H. Mullings
Lieutenant. U. S. R.

From 8⁰⁰ AM to Meridian

Fair am cold. Moderate to stiff breeze from N. N. W. and N. N. E. Standing out from Hampshire Roads Commanding Officer
comming. At 10⁵⁵ when abreast of Whistling Buoy set course N. E. pitch log 14.7. At 11¹⁵ sighted Cape Charles light vessel
At noon Cape Charles light vessel bearing N. N. W. about 1/2 miles. Pitch log 27. Took departure and set course N. E.
At 11³⁰ set pitch log fore topmast staysail lugsail and spanker. At 9⁰⁰ set foretopsail. Came under dry sail and steam. At
steam 5. At 10⁰⁰ less 40. By order of Comdg. Officer confined F. B. O. date (P.S.C.) to him for four days in
solitary confinement on bread and water for smoking cigarettes and refusing to obey the order of a petty officer and the latter for smoking
single word for smoking cigarettes.

Jno. W. Chapman
Ensign

Meridian to 4⁰⁰ P.M.

Fair - moderate to stiff breeze from N. N. W. Bar. steady. At 12⁰⁰ change course to N. E. 1/2 (P. S. C.). At 2⁰⁰ took in fore
fore topmast staysail - hauls down aft, reefed up, split in fore topmast staysail and re-set it. At 2³⁰ sounded in 15 fathoms
water & sighted fog. Light house bearing N. N. E. distant about 1/2 miles. Under full fore topmast
staysail - main lugsail & spanker & steam in boiler C. & D. Av. steam 45 lbs. Av. rev. 44

O. T. Jackson
Ensign

From 4⁰⁰ P.M. to 8⁰⁰ P.M.

Clear - cool and pleasant. Moderate breeze from N. N. W. N. E. Barometer rising. At 5⁰⁰ took in jib.
Fore topmast staysail - main lugsail and spanker. At 6⁰⁰ sounded in 15 fathoms yellow sand
bottom shell. At end of watch on course under steam alone. Average steam 40. Av. rev. 44

M. H. Mullings
Ensign

From 6⁰⁰ P.M. to 8⁰⁰ P.M.

Clear and cold. Light air from N. E. At 6⁰⁰ changed course to N. E. 1/2 (P. S. C.) Meridional L. S. A. 1/4 N. E. 1/4 S. (P. S. C.)
got sounding in 15 fms. Gim. gy. av. At 8⁰⁰ got sounding in 14 fms. Gim. gy. av. Acoustique Lt absent. Bar. 30
Av. steam 45 lbs.

M. H. Mullings
Lieutenant. U. S. R.

From 8⁰⁰ P.M. to Midnight.

Clear and cool. Light air to gentle breeze from between North and N. N. W. At 10⁰⁰ set jib. Fore topmast
staysail, lugsail and spanker, main and fore topmast staysail. At 11⁰⁰ started fire in A. boiler. At 9⁰⁰ sighted Minot's
Island light vessel - last at 11⁰⁰. Change course as follows lat 8⁰⁰ to N. N. E. pitch log 27. At 10⁰⁰
N. N. E. 1/2. pitch log 25. Sounded as follows at 9⁰⁰ in 14 fms. wh. s. sh. At midnight 14 fms. wh. s. sh.
On steamer and two schooners in sight during watch all standing to S. Av. steam 35. Av. rev. 35

Jno. W. Chapman
Ensign

Examined and found to be correct.

J. D. Jordan.
Lt. - Navigator.

LOG of the UNITED STATES

35 Rate,

Ship Essex

Making passage from Hampton Roads Va to Pompekinsville N.Y.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prcp of Class S857 in 10ths.	State of the Sea.		
					Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. att'd.	Air. Dif.	Air. Wet.	Air. Wind.	Water at Surface.
A. M.														
1	6	9	148	N N E	N. N. W.	3		30 67	56	40	39	40	b. m.	-
2	6	5	21.8	"	"	3		30 67	57	40	39	40	"	10
3	6	8	28.1	"	North	3		30 67	57	40	39	40	"	10
4	7	0	35.1	"	"	3		30 69	57	39	36	40	b. m.	"
5	6	8	41.9	"	N E x N	3		30 69	57	39	36	40	"	8
6	6	3	48.2	"	"	4		30 71	59	38	36	40	"	7
7	5	7	53.9	N N E	N. N. E.	3		30 74	59	39	36	40	"	7
8	7	3	54.9	"	N x E	3		30 76	59	39	36	40	"	7
9	7	2	62.2	"	"	3		30 79	58	40	37	40	"	8
10	7	4	69.4	"	"	3		30 79	57	39	36	39	"	8
11	7	7	76.8	"	N. N. E.	3		30 79	59	40	37	39	ex-shk	7
Noon.	8	0	84.5	"	"	3		30 79	60	40	37	40	"	6

Position at 8 A. M. { Latitude by

{ Longitude by

Latitude by observation *of*

Longitude by observation

Position at noon: { Latitude by D. R.

Longitude by D. R.

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon: *N. N. E.*

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by

{ Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

58° 0 J2 80° N

74° 18' 42" N

39° 10' 09" N

74° 10' 00" N

39° 22' 00" N

74° 40' 41" N

155 miles.

miles.

Distance made good since preceding noon:

o o "

o o "

Water remaining on hand fit for use at noon,

Water remaining on hand fit for use at noon,

500 gallons.

Coal consumed during the preceding 24 hours,

2100 "

Coal remaining on hand at noon,

15 tons, 1020 lbs.

39 " 380 "

P. M.														
1	8	2	100.7	N N E	N. E.	3		30 77	58	40	37	40	bc	ch-cm 6
2	8	0	82	"	"	3		30 75	58	40	37	40	"	5
3	9	82	96	N 34 E	E. N. E.	3		30 72	58	40	37	40	"	5
4	5	70	26	N x E	"	3		30 72	58	40	37	40	"	5
5	8	4	34.0	"	"	2		30 70	58	40	37	40	"	4
6	8	5	42.8	"	East	1		30 71	59	40	39	40	"	3
7	8	4	50.9	"	"	1		30 72	61	40	39	40	"	6
8	5	3	55.6	N 34 N	N. N. E.	2		30 72	62	39	37	40	b. m.	6
9	8	7	68.0	N 1/2 N	S. N x S	3		30 73	60	37	36	36	cm	6
10	at anchor			N 5 N	"	2		30 73	60	37	36	36	"	6
11				N 5 N	"	2		30 73	60	37	36	36	"	8
Mid.				N 5 N	/	1		30 73	60	35	35	35	"	5

under the command of

Commander E. P. Strong
Sunday March 16th

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4th AM

Clear and cool - Gentle breeze from N.W. North Barometer rising. Bright moonlight. At 2nd took in and furled all fore and aft sail. At 3rd sighted Fenwick Id. small light vessel on port beam. Fairly visible. Steaming with four boilers. Av. steam 40. Av. rev. 42. Sighted signal yarder *O. T. Jackson*. *Ensign*.

From 4th AM to 8th AM.

Clear - cool and pleasant. Bright moonlight first half. Gentle breeze from N.E. by N. by E. Barometer rising. At 5th sighted Jezebel bank lightship on port bow. At 6th lightship was abeam distant 7^{1/2} miles. At 6th changed course by order of Commanding Officer to S.E. Steaming with four boilers. Average steam 42. Av. revolutions 40. *D. S. Allen*. *Ensign*.

From 8th AM to Meridian.

Clear - Gentle N.E. to S.E. breeze - At 9th mustered at quarters & Comdg. Officer inspected ship - crew. Then held Divine Service. By order of Comdg. Officer J. H. Shea (G.C.) was released from confinement. Term having expired. At 11th Absecon Lt. bore S. W. 9^{1/2} M. (mag) Rd. 86.4 and at 11th abeam, P.D. 90.5 Steam 40 lbs. Av. rev. 45.

M. H. Bailey

Lieutenant, U.S.N.

Meridian to 4th P.M.

Fair and cool - Gentle breeze from N.E. and E.N.E. At 2nd set fore and aft sail. At end under fore and aft, gaff and steam - Av. steam 40. Av. rev. 46. At 1st sighted Tuckerton Beach light house - had it abeam at 1st. At 1st sighted Barnegat lighthouse. At 2nd patent log 9^{1/2} changed course to S. 3^{1/2} E. Barnegat lighthouse abeam at 3rd distant 6.6 miles - At 3rd patent log 22^{1/2} changed course to S. by E. A number of vessels in sight during watch. By order of Comdg. Officer released G.C. from confinement.

Jno. W. Macauley, *Ensign*

From 4th P.M. to 6th P.M.

Fair - light air to light breeze from E.N.E. East Barometer rising. At 5th took in and furled all sail - Got back anchors ready for letting go. Steaming with four boilers. Av. steam 40. Av. rev. 46.

O. T. Jackson, *Ensign*

From 6th P.M. to 8th P.M.

Fair and cool - Light air to light breeze from N.W. Barometer steady. By order of Comdg. Officer changed course at 7th to S. 4^{1/2} E. W. end of watch under steam alone. Light fancy Rock Light - Sandy Hook Lightship - Scotland Lightship and Highlands of Scotland during watch - Average steam 40. revolutions 46.

D. S. Allen, *Ensign*

From 8th P.M. to Midnight.

Clear and cold - Light to gentle breeze from N.W. to S.W. Standing into New York Harbor - Comdg. Officer running. At 8th changed course to N.W. At 8th at Scotland Lt. ship changed course to S. 4^{1/2} E. At 8th running in on range - At 8th changed course to N.W. At 9th S. S. N. S. 6^{1/2} and at 9th came up with port anchor in S. fair water near to 30 fms. Hauled guns from boiler banks other guns and started deck locker bearings. Rate calculated 100 revolutions per min. 5.8.22.2. *M. H. Bailey*

Lieutenant, U.S.N.

J.W. Jordan, Lt. ⁷ Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in Tompkinsville N.Y.

go Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Chas. S.W. in 10ths.	State of the Sea.			
					Direction by Standard Compass.	Force.		B. S.	Latitude.	Height in inches.	Ther. at 10°	Air. Dry.	Air. Wet.	Water at Surface			
A. M.				N. 26 x 26	N. N. W.	1				30.73	57	25	34		lc	cu	7
1				N. 26	"	1				30.73	57	25	34			"	6
2				N. N. E. 1/2 E.	"	1				30.72	55	34	33			"	6
3				N. N. E.	"	1				30.72	56	34	33			"	6
4				N. E.	"	1				30.72	56	34	33			"	5
5				"	"	0.6				30.72	56	34	33		lc.m	"	5
6				"	"	0.1				30.73	54	34	33		"	"	5
7				"	"	0.1				30.73	53	34	34		"	"	5
8				underway	"	0.1				30.73	53	34	34		"	"	5
9				"	"	0.1				30.73	53	34	34		"	"	5
10				N. 1/2 E.	"	0.1				30.73	53	34	34		"	"	4
11				N. 1/2 E.	South	1.0				30.73	52	43	41		"	"	4
Noon.				"	"	1				30.73	53	42	41		lc.m	"	0
				"	"	1				30.73	53	42	41		"	"	0

Position at 8 A.M. { Latitude by

o " "

{ Longitude by

o " "

{ Latitude by observation

o " "

{ Longitude by observation

o " "

Position at noon: { Latitude by D. R.

o " "

{ Longitude by D. R.

o " "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P.M. { Latitude by

o " "

{ Longitude by

o " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water ~~distilled~~ during the preceding 24 hours,

300 "

Water remaining on hand fit for use at noon,

1900 "

Coal consumed during the preceding 24 hours,

3 tons, 20 lbs.

Coal remaining on hand at noon,

3.5 " 540 "

P. M.		North	S. E.	2													
1		"	"	3						30.71	55	42	40		lc.m	cu	0
2		"	"	2						30.71	55	42	40		"	"	0
3		"	"	2						30.70	55	44	42		"	"	0
4		"	"	2						30.68	52	44	42		"	"	0
5		S. 26	"	2						30.66	52	42	41		"	"	0
6		"	"	2						30.66	54	40	39		"	"	0
7		"	"	2						30.68	60	40	39		"	"	0
8		"	"	1.2						30.68	61	44	39		"	"	0
9		"	"	1						30.69	60	38	36		"	"	0
10		"	"	1						30.69	62	35	37		"	"	0
11		"	"	0						30.69	61	38	37		lc.m	"	2
Mid.		"	"	0						30.69	60	37	37		"	"	4

under the command of

Commander E. P. Strong
Monday, March 7th

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4⁰⁰ AM

Fair, and cool. Light air from between N. S. W. and N. S. W. Bright moonlight.

Tro. W. Minnies

Ensign

From 4⁰⁰ AM to 8⁰⁰ AM

Cloudy - Heavy mist - Calm to light air from S. E. & N. At 7⁰⁰ got under way and cleared up main ship's channel for anchorage off Tompkinsville. S. O. Commanding Officer coming. At stem 50' at 7⁰⁰ P.M.

Off Lahey

Ensign

From 8⁰⁰ AM to Meridian

Cloudy and cool - Calm to light air from N. S. W. to South. Barometer steady. Standing by to anchorage off Tompkinsville (Commanding Officer at com) until 8⁰⁰ when came US white port anchor, 9^{1/2} fathoms water soft bottom. Exchanged numbers and made general signal int. 121 to "Terror" before anchoring. At 9⁰⁰ made general signal int. 2405 to "Terror" answered by affirmative. Got underway and anchored at 9⁰⁰ in 9 fathoms water soft bottom 60 fathoms chain port anchor. Bearings at anchor Rotten Buoy Light N. E. 5^{1/2} E. Rio Bell E 4^{1/2} S. Stapleton wharf S. S. N. 1/2 W. all bearings magnetic. At 11⁰⁰ made general signal int. 5455 and then hoisted sail to a bright time, unbent light gear. Received boarding visit from "Terror". Commanding Officer called "Officially on Terror". Received following message from "Terror" general 2402 and was ready to go in flag, while wait for you and traffic will go up to city and be back in two hours will take such train by order of Commanding Officer confirming H. H. Ward east pier in double iron to await trial by court martial for striking a chief petty officer. Draft of ship forward 18.5' - aft 16.1'. Banked giles.

H. D. Bell

Ensign

Meridian to 4⁰⁰ P.M.

Overcast and cool - Light breeze from S. E. At 3⁰⁰ hoisted sail, sent down light yards and unbent light gear. By order of Commanding Officer released D. Fahey (A.C.) from confinement transferred to the Naval Hospital Brooklyn. Without books, hammocks and necessary papers - J. Jones (A.C.) T. Reilly (A.C.) & Falley (A.C.) J. J. White (A.M.C.) G. Yatzenji (C. Clerk) M. Falkenberg (Coa) E. L. Fahl (Payman) and D. Barichew (A.C.)

Tro. W. Minnies

Ensign

From 4⁰⁰ P.M. to 8⁰⁰ P.M.

Overcast and misty - Light breeze from S. S. E. Sent liberty party ashore. By order of Commanding Officer confirmed C. P. Adams (A.C.) for false camp military confinement on board and wait for refusing to obey the order of a judge officer.

H. D. Bell

Ensign

From 8⁰⁰ P.M. to Midnight.

Overcast to cloudy. Light S. E. air and calmer. A very peculiar light in sky to N. W. M. McNamee Lieutenant U.S. R.

Lient. U.S.R.

Examined and found to be correct.

John W. Stewart
Lient. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in Tompkinsville, N.Y.

30 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.				State of Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Sky, in miles.	State of Harbor.	
					Direction by Standard Compass.	Force.		Loc. w ⁴⁵	Height in inches.	Ther. att'd.	Dry Bulb.	Wet Bulb.				
A. M.																
1				North	West	1		30.66	57	37	37		clear	cirrus	6	
2				"	calm	0		30.66	57	36	36		"	"	6	
3				"	"	0		30.66	57	35	35		"	"	6	
4				"	"	0		30.66	57	35	35		fc. fm	"	4	
5				S. W	"	0		30.64	57	35	35		fc. fm	"	5	
6				"	"	0		30.64	57	35	35		"	"	5	
7				"	"	0		30.65	57	35	35		"	"	5	
8				"	"	0		30.69	57	36	36		"	"	6	
9				S. E	S. E	0.1		30.69	57	43	43		"	"	2	
10				North	calm	0		30.67	59	43	43		"	"	4	
11				S 1/2 E	South	1		30.67	60	44	44		"	"	5	
Noon.				"	"	2		30.67	60	45	44		"	"	5	

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Log kept per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water ~~distilled~~ during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
Mid.																

under the command of

Commander E. I. Strong
Tuesday March 8th

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4^o AM
Cloudy, cool and wet. Foggy last hour. Calm and light air.

From 4^o AM to 8^o AM

Misty - cool and calm. Paymaster received fresh provisions as follows 72 lbs
bread and 90 lbs. each of beef and vegetables.

Geo. W. Mullins
Ensign

Heller
Ensign

From 8^o AM to Meridian

Misty - light air from N.E. to the South and calm. At 9^o mustered at
quarters. The Command Officer of the U.S. Porr made an official visit
to the ship - Lieut. J. M. Jordan, U.S.R. was detached from the ship
order home and granted leave. H. A. Hale, (C.P.) received copy of specification of
offenses preferred against him by Comdr. E. I. Strong, U.S.R.

Mullins
Lieutenant, U.S.R.

Meridian to 4^o PM

Fair - misty and cool - Light to gentle breeze from between South & S.E.

From 4^o P.M. to 8^o P.M.

Cloudy - Light breeze from S.S.E.

Geo. W. Mullins
Ensign

Mullins

Lieutenant, U.S.R.

From 8^o P.M. to Midnight.

Fair - misty and cool - Calm and light air. By order of Commanding
Officer C. Horn (C.B.M.) was placed under Martial law charge to
await trial by S.C.M.

Geo. W. Mullins
Ensign

Examined and found to be correct.

John W. Stewart
Lieut. & Navigator

LOG of the UNITED STATES

Ship Essex
At anchor in Tompkinsville N.Y.

35 Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Sky, in Miles.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.						
A. M.				North	variable	10		30 60 62 37 37		<i>f. g. m. n. c. n.</i>	2		
1					"	10		30 59 62 37 37		<i>b. c. f. w.</i>	1		
2				N. N. E.	North	10		30 67 58 65 55		"	1		
3				N. E.	"	10		30 57 57 66 36		"	0		
4					"	10		30 57 57 36 36		<i>c. c. f. w.</i>	"	0	
5				S. S. W.	"	10		30 57 57 36 36		"	"	0	
6					"	10		30 57 57 36 36		"	"	0	
7					"	10		30 58 57 35 35		"	"	0	
8				South	N. W.	3		30 60 6 34 34		"	"	0	
9					"	2		30 6 6 39 39		"	"	0	
10				N. E.	S. E.	2		30 6 6 42 42		"	"	0	
11					"	2		30 6 6 47 47		"	"	0	
Noon.					"	"							

Position at 8 A. M. { Latitude by
Longitude byPosition at noon : { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

Distance by Log since preceding noon :

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water ~~distilled~~ during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

0 " "

0 " "

0 " "

0 " "

0 " "

miles.

miles.

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

P. M.													
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
Mid.													

under the command of

Commander E. P. Strong
Wednesday March 29th

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4^{oo} AM
Cloudy - Dense fog. Light variable airs.

O. T. Hartman

Ensign

From 4^{oo} AM to 8^{oo} AM
overcast and foggy. Light airs to quite breeze from the South to N.W.
Accident morning off. Getting apprentices ready to leave ship.

W. H. Whaley

Lieutenant. U.S.N.

From 8^{oo} AM to Meridian
Foggy - Light airs and breeze from N.W. shifting to S.E. By order of Commanding Officer released C. D. Ogden, and C. F. Adams (A.B.C) from confinement.
The same authority released Fred Marta, at Arms charge C. Horn (C.B.M)
Fog acts appointment as C. B. M. is this day revoked for being drunk
a board ship. - Transferred the following to the U.S.R. S. Vermont, with
two hammocks and necessary papers (see list).

Gro. W. Williams

Ensign

Meridian to 4^{oo} P.M.

Fair and misty - Light airs and breezes from S.S.E. Received in Deck
Team Engineering the following stores. 100 lbs. Soda - 3 Rubber tubes
valve - 1/2" gland size - 41 lbs 1" brass pipe - 2 screw wrenches - 10 lbs 20 ft
silver - 1/2" brass hand lamps - 2 galvanized water buckets - 2 brooms
etc. - In Construction Department 5 Drafts were - 5 Clap jars - 2 wash
rags - 1 set caulking tools - 1 set socket framing chisel - 1 caulkers
S hook - 1m. Navigation Department 150 gallons Lead oil - Bug traffic came down.
B.C.M. of which Lieut J. A. Stewart, U.S.N. was member met at 1^{oo}

Gro. W. Williams

Ensign

From 4^{oo} P.M. to 8^{oo} P.M.

Fair and misty - Light breezes from S.S.E and calm.
Pay Clerk R. H. Washington released from leave. SC-N. adjourned at 4³⁰

Gro. W. Williams

Ensign

From 8^{oo} P.M. to Midnight.

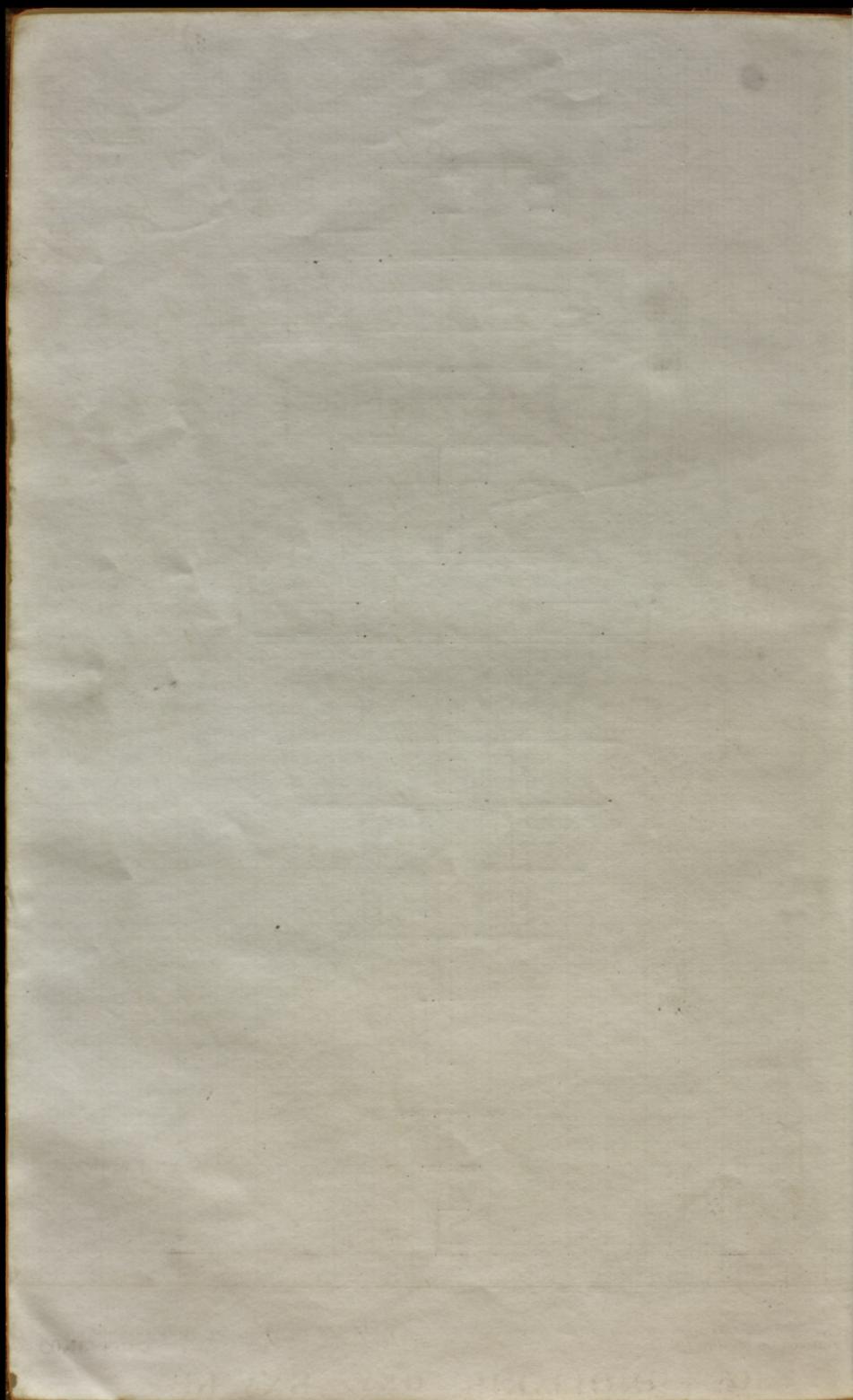
Fair and misty - Light airs.

Gro. W. Williams

Ensign

Examined and found to be correct.

J. A. Stewart
Lieut. Navigator.



ANCHER F.L.
ADAMS C.T.
BELCHER H.L.
BOOKER H.C.
BRANDT T.M.
BR NOT A.P.
BRODERICK E.J.
BOWDEN C.R.
BURDEN H.
BEREE W.H.
BRISSERT H.C.
BLAKE F.L.
BENEDIOT C.A.
BOYER F.J.
BECK J.H.
BRODERICK W.J.
BILLINGS C.M.
BIG LIL W.
CLARK J.H.
COONEY F.J.
DRUMN R.E.
DEARORN G.A.G.
DAVIS W.J.
DECKER J.H.
EARLY G.J.
EVANS G.M.
FORREST W.S.
FOLEY J.M.
FALLISON J.N.
FIELD G.L.
FOULkes T.L.
FUNKWATER J.H.
FLIKY F.J.
FERRIS C.
GRDY S.
GREMLER A.M.
HMOND E.F.
HILL C.E.
HOWARD J.H.
HALL A.A.

HAVILAND A.N.
HUGHES A.E.
HARRINGTON D.
HARNEY E.T.
HERMINGHAUS W.F.
HANSEN G.E.
JONES R.C.
JEFFREYS S.E.
JORDINE A.J.
KONTER R.W.
KRALL J.W.
KNUBBERT C.H.
KNAPP F.
KEYES C.F.
KLAMPUS D.H.R.
KOCH H.A.
LEPPERT F.
LAWTON A.E.
LEAHY D.
LA CHANCE W.E.
LEWIS C.
LENZ M.C.
LONDON F.H.
LONGUET A.W.
KUELLER J.
MEINERT M.G.
MAC DONALD D.
MANHU W.
McCARTHY J.J.
MURPHY J.G.
MACAULAY G.L.
MAHONEY J.A.
McCANN J.
McGUIRE G.C.
MCOWEN F.
MANSFIELD J.W.
MURRAY E.
NELSON J.L.
NORTON C.E.
NAVARRO J.

MILLAN W.H.
NASH A.J.
O'CONNOR W.
O'KEEFE C.
OLIVER J.O.
PASHO J.D.
PANGBORN W.H.
PLATKA W.S.
ROBINSON C.J.
RIESCHNER R.J.
RAPHAEL C.A.A.
SPRAY E.L.
SCHLIESSEER A.
SHEA J.J.
SCHLOSSER H.J.
SHERMAN G.W.
SCHUTZ W.
STORCH J.
SMITH J.
SUTTON W.H.
SANTHOUS W.
SEMELROTH F.J.
ROMERS H.
SIMROCK M.L.
STOLL W.L.
SPONE F.B.
TRAVISS J.
TAYLOR C.E.G.
VOLMER J.F.
WILSON B.
WOLF G.
WIEGMAN F.M.
NUCK A.J.
WADE F.
WALL P.J.
WALSH R.J.
WARD H.S.
WHITE W.L.
WALLACE W.J.
RALPH Z.F.
SALES J.H.
MURKINS W.G.

*Get this
copy*

LOG of the UNITED STATES

Ship *Essex* 30^o
At anchor in Tompkinsville, N.Y. Rate,

Hour.	Knts.	Tensile	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Barometer.	Temperature.	State of Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Sky in Miles.	State of the Sea
					Direction by Standard Compass.	Force.							
A. M.				North	calm	0		30.68 57	40 40	b.c.m.m	cu	5	
1				N x W		0		30.68 58	40 40	"	"	5	
2				"		0		30.68 57	40 40	"	"	5	
3				N x E	"	0		30.68 56	40 40	"	"	5	
4				N x E	"	0		30.68 58	40 40	b.c.m	"	5	
5				N x E	"	0		30.68 58	40 40	b.c.m	"	5	
6				N x S	N. N. W.	6		30.68 56	39 39	b.c.f.m	x	2	
7				S. S. W.		1		30.68 57	40 40	"	"	2	
8				S x W	N x E	1		30.68 58	40 40	b.c.f	"	0	
9				"	N E	1		30.68 59	40 40	"	"	0	
10				S. S. W.	calm	1		30.68 59	40 40	b.c.f	"	4	
11				South	S. S. E.	2		30.62 60 58	49	b.c.f	"	4	
Noon.				"	South	2		30.62 61 58	49	"	"	3	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

Distance by Log since preceding noon :

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 400 gallons.

Water ~~distilled~~ during the preceding 24 hours, 100 "

Water remaining on hand fit for use at noon, 2600 "

Coal consumed during the preceding 24 hours, 2 tons, 660 lbs.

Coal remaining on hand at noon, 27 " 1340 "

P. M.													
1				North	South	2		30.60 61 50 49	b.c.f	cu	5		
2				N. N. W.	"	2		30.60 62 45 47	"	cu-slo	5		
3				North	"	2		30.60 62 45 45	"	"	5		
4				N x E	"	2		30.60 63 49 45	"	"	5		
5				N E	"	2		30.60 63 46 45	"	"	5		
6				S.E x S	"	2		30.60 63 42 42	b.c.f	"	0		
7				S. S. E.	South	1		30.60 64 40 43	"	"	0		
8				S. S. W.	"	1		30.60 64 43 43	b.c.f.w	"	6		
9				South	"	0.1		30.61 63 43 43	"	"	5		
10				S. S. W.	calm	0		30.61 62 44 42	"	"	5		
11				S. W.	"	0		30.61 62 42 42	b.c.m.w	"	6		
Mid.				North.	"	0		30.60 60 42 42	"	"	6		

under the command of

Commander E. P. Strong
Thursday March 10th

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences rain until 4⁰⁰ AM.
Fair - misty - Calm -

From 4⁰⁰ AM to 8⁰⁰ AM
Cloudy - misty then Foggy - light airs and calms.

From 8⁰⁰ AM to Meridian
overcast to cloudy - Light airs and breeze from N.E. first hour
swinging to S.S.E. and South. last half. Commander E. P. Strong. U.S.N.
left the ship in 2 days leave.

Meridian to 4⁰⁰ PM
Fair - light breeze from South. Lieut. J. H. Stewart. U.S.N. left the
ship on two days leaves

From 4⁰⁰ PM to 8⁰⁰ PM
Cloudy to overcast - Light airs and breeze from South and
S.S.E. - Foggy last hour.

From 8⁰⁰ PM to Midnight
Foggy - and misty - Calms -

In 10 minutes
Oriign

No. 10 minutes
Oriign

Examined and found to be correct.

John W. Stewart
Lieut. Navigator

LOG of the UNITED STATES

Ship Essex
At anchor in Tompkinsville, N.Y.

30 Rate,

Hour.	Knots*	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer Leeway.	BAROMETER.			TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Perc. in Wind.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. att'd.	Air. Dry	Air. Wet	Water at Surface					
A. M.				North	calm	0		30.60	60 42 42					<i>b. f. w. c. n. s. l. s. 4-</i>			
1				"	"	0		30.57	60 42 42					<i>"</i>	<i>5-</i>		
2				"	"	0		30.57	60 42 42					<i>a. c. f. w. c. n. b. 0-</i>	<i>0</i>		
3				"	"	0		30.57	59 42 42					<i>"</i>	<i>0</i>		
4				"	"	0		30.57	58 42 42					<i>"</i>	<i>0</i>		
5				"	"	0		30.57	58 42 42					<i>"</i>	<i>0</i>		
6				<i>N. N. E.</i>	<i>N. N. E.</i>	1		30.60	58 42 42					<i>"</i>	<i>0</i>		
7				<i>N. N. E.</i>	<i>N. N. E.</i>	0		30.57	61 41 41					<i>"</i>	<i>0</i>		
8				<i>S. S. W.</i>	calm	0		30.57	61 41 41					<i>"</i>	<i>0</i>		
9				"	"	0		30.57	62 42 42					<i>"</i>	<i>0</i>		
10				<i>S. S. W.</i>	<i>S. S. W.</i>	0		30.57	62 42 42					<i>"</i>	<i>0</i>		
11				<i>S. S. W.</i>	<i>S. S. W.</i>	0		30.59	64 45 45					<i>"</i>	<i>1</i>		
Noon.				<i>S. S. W.</i>	calm	0		30.59	65 46 46					<i>"</i>	<i>0</i>		

Position at 8 A. M.

{ Latitude by

{ Longitude by

Position at noon:

{ Latitude by observation

{ Longitude by observation

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M.

{ Latitude by

{ Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

600 "

Water remaining on hand fit for use at noon,

2900 "

Coal consumed during the preceding 24 hours,

1 tons, 1280 lbs.

Coal remaining on hand at noon,

76 " 60 "

P. M.																	
1				North	S. S. E.	1		30.53	64 46 46					<i>o. f. j. m. en 0</i>			
2				<i>N. N. E.</i>	"	2		30.53	62 47 47					<i>"</i>	<i>0</i>		
3				"	"	2		30.51	62 47 47					<i>"</i>	<i>5</i>		
4				"	"	2		30.51	62 47 47					<i>"</i>	<i>4</i>		
5				<i>N. E.</i>	"	3		30.50	63 42 42					<i>o. f. j. m. 0</i>			
6				"	"	3		30.49	64 42 42					<i>"</i>	<i>0</i>		
7				<i>S. W.</i>	<i>S. E.</i>	2		30.49	65 42 42					<i>"</i>	<i>0</i>		
8				<i>S. W.</i>	<i>S. S. W.</i>	2		30.49	68 42 42					<i>"</i>	<i>0</i>		
9				"	"	1		30.49	68 42 42					<i>"</i>	<i>0</i>		
10				"	calm	0		30.49	67 42 42					<i>h. o. j. en 4</i>			
11				"	"	0		30.49	66 42 42					<i>"</i>	<i>6</i>		
Mid.				"	"	0		30.47	66 42 42					<i>"</i>	<i>2</i>		

under the command of

Commander E. P. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4⁰⁰ AM
Foggy and calm-

From 4⁰⁰ AM to 8⁰⁰ AM

Foggy - calms and light - airs. Received in dept. of Saw a
38 $\frac{3}{4}$ lbs of flour and vegetables and 3 $\frac{1}{2}$ lbs of bread.

From 8⁰⁰ AM to Meridian

Overcast - Foggy and wet - Calm to light variable airs. Absent
without leave. At 10 (M. att) J. Ells. (G. M. S. C.) A. See (C. P.) J. Griffon
(C. P.) Coal lighter "Lucy Gildersleeve" came along side - made
parade for coaling.

John Stewart
Ensign

John Stewart
Ensign

J. Miller

Ensign

Meridian to 4⁰⁰ P.M.

Overcast and Foggy - Light airs to light breeze from S.S.E.
Coaling ship. Finished coaling at 3⁰⁰ having taken on board 50
tons of bituminous coal. Set liberty - party ashore

J. Miller

Ensign

From 4⁰⁰ P.M. to 8⁰⁰ P.M.

Foggy - Light to gentle breeze from S.S.E. to S.S.W.

J. Miller

Ensign

From 8⁰⁰ P.M. to Midnight. Foggy - Calm.

J. Miller

Ensign

Examined and found to be correct.

John Stewart
Ensign
Navigator

LOG of the UNITED STATES

Ship Essex
At anchor in Tompkinsville, N.Y.

Rate,

Hour.	Knots.	Tenths.	Reading of Log.	COURSES STEERED by Standard Compass.	WIND.		Lev. by	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clouds, by symbols.	State of the Sky, in miles.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. std.	Air-Dry Bath	Air-Wet Bath	Water at Surface			
A. M.				S. N. North	calm	0		30.64	64	43	43		oc fm	cu	0
1						0		30.63	65	44	44		"	"	0
2						10		30.62	64	44	44		"	"	0
3				"		10		30.62	64	44	44		"	"	0
4				"		10		30.62	64	44	44		oc m.w.	"	0
5				"		1		30.62	64	44	44		lc m.w.	"	4
6				N. E x N.	S. E	1		30.62	64	44	44		"	"	5
7				"	"	10		30.62	62	45	45		"	"	3
8				"	"	10		30.62	61	45	45		"	"	3
9				"	"	10		30.62	63	45	45		"	"	0
10				S. S. W.	calm	0		30.62	62	45	45		oc fm	cu-sh	0
11				"	"	0		30.62	62	45	45		oc fd	cu-sh	0
Noon.				S. S. W.	South	2		30.62	62	45	45		"	"	0

Position at 8 A. M. { Latitude by

{ Longitude by

Position at noon: { Latitude by observation

{ Longitude by observation

{ Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

Distance by Log since preceding noon :

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by

{ Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water ~~distilled~~ during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

o " "

o " "

o " "

o " "

o " "

miles.

miles.

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

P. M.				N. N. E	S. S. E	2		30.81	62	48	48		oc m	cu	0
1				South	"	2		30.80	64	49	49		"	"	0
2				N. E	"	2		30.80	64	49	49		"	"	0
3				South	"	2		30.80	65	49	49		"	"	0
4				"	"	2		30.80	65	49	49		oc m	"	0
5				N. E	"	2		30.80	64	48	48		oc m	"	0
6				E x N.	"	2		30.80	64	48	48		fm	ci-sh	+
7				"	"	2		30.80	64	48	48		"	"	+
8				South	"	2		30.80	65	49	49		"	"	4
9				"	"	2		30.80	66	48	48		"	"	4
10				S x N.	"	2		30.80	67	49	49		"	"	4
11				"	S. S. W.	2		30.80	66	49	49		fc	"	5-
Mid.				S. S. W.	south	2		30.80	62	47	49		"	"	4

under the command of

Commander E. P. Strong

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4^o Am
Overcast - Foggy and wet. Calm to light airs from S.S.E.
A. Bell Jr. Ensign

From 4^o Am to 8^o Am
Cloudy - misty and wet - calm to light S.Ely airs. Paymaster received fresh provision as follows: 51 lbs bread, 38 $\frac{1}{2}$ lbs beef, 38 $\frac{1}{2}$ lbs vegetables. James Laren (C. G. Mate) reported his term of enlistment had expired. Lieut. J. H. Stewart reported his return from leave.

A. Bell Jr.

Ensign

From 8^o Am to Meridian
Overcast - foggy, wet, or drizzling. Clearing slightly last part. Light airs & breeze from S.E. to the South and calmer. Absent without leave J. C. Bebe (P.M.C.) Giffen (C.P.) A. Sey (C.P.) McRae (M.A.B.) F. Smith (B.M.C.) F. Smith (C.M.C.) returned on board three hours overtime.

M. Hulme

Lieutenant, U.S.N.

Meridian to 4^o P.M.
Overcast & misty. Passing showers last hour. Light S.E.
breeze. Recd. in Dept. of 5^o P.M. 51 lbs fresh bread & 38 $\frac{1}{2}$ lbs each fresh beef & vegetables. J. Laren (Ch. G. mate) was discharged his term of enlistment having expired.

M. Hulme

Lieutenant, U.S.N.

From 4^o P.M. to 8^o P.M.
Overcast to cloudy - clearing somewhat last part. Sent liberty -
party ashore - Recd. in Medical Dept. 8 cans of coffee.

M. Hulme

Lieutenant, U.S.N.

From 8^o P.M. to Midnight
Cloudy - light breeze from the South to S.E.

M. Hulme
Lieutenant, U.S.N.

Examined and found to be correct.

John W. Stewart
Master
Navigator.

LOG of the UNITED STATES

3d Rate,

Ship Essex
At anchor in Tompkinsville, N.Y.

Hour.	Knots.	Tens.	Reading of of Pilot Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clouds in Bottom of Log.	State of the Sea.
					Direction by Standard Compass.	Force.				Height in inches.	Therm. att'd.	Dry Air Bulb.	Wet Air Bulb.	Water at Surface.			
A. M.																	
1				Heat $\frac{1}{2} N$	South	0/				30.20	60	45	45		b.c.m	slv-cu	5
2					calm	0				30.24	60	45	45		"	"	4
3						0				30.23	62	45	45		"	"	4
4					S.S.E	2				30.23	64	47	47		"	"	3
5						2				30.23	64	47	47		"	"	3
6						0/				30.21	61	47	47		"	"	2
7					N.E	3				30.18	62	45	45		"	"	2
8						0/				30.17	61	47	46		"	"	2
9					S.S.W	4				30.13	60	47	47		b.c.m	cu	0
10						4				30.13	62	51	57		"	"	0
11						4				30.11	65	62	60		b.c.m	cu	1
Noon.						34				30.09	65	53	52		o.c.m	"	0

Position at 8 A.M. { Latitude by
 { Longitude by
 { Latitude by observation
 { Longitude by observation
 { Latitude by D. R.
 { Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

Distance by Log since preceding noon :

Current per hour : miles, set true.

Position at 8 P.M. { Latitude by Bearings
 { Longitude by "

40° 28' " N
74° 01' " W.

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water distilled during the preceding 24 hours,

300 "

Water remaining on hand fit for use at noon,

2600 "

Coal consumed during the preceding 24 hours,

2 tons, 1930 lbs.

Coal remaining on hand at noon,

71 " 1340 "

P. M.																	
1	standing out	-		S.S.W	34					30.05	63	58	52		o.c.m.g	ewrt	0
2		-		South	46					30.03	64	54	52		"	"	0
3	anchored	-		S.S.E	46					30.02	64	55	54		"	"	0
4		-		S.W	46					30.01	63	56	55		"	"	0
5				S.W x W	45					30.03	63	52	53		"	"	0
6					34					30.04	66	55	54		o.c.m.d	"	0
7				N.W	2					30.09	68	51	51		b.c.m.d	"	5
8					26					30.11	69	51	51		b.c.g	"	5
9				North	34					30.16	69	50	50		"	"	5
10				S.W x W	34					30.19	67	49	47		"	"	5
11				S.W	34					30.20	63	47	45		"	"	6
Mid.				"	"					30.21	61	46	44		"	"	7

under the command of

Commander E. D. Strong, U. S. Navy,
Sunday March 13th, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4^o Am
Cloudy - Light airs from the South to S.S.E and calm. Very
misty in lower bay. Bar. Falling slowly.

M. H. Fiske

Lieutenant U.S.N.

From 4^o Am to 8^o Am
Cloudy & misty. Light airs to gentle S.S.E breeze. Bar. Falling.
At 6 started fires in boilers B&D.

M. H. Fiske
Lieutenant U.S.N.

From 8^o Am to Meridian

Overcast & misty. Gentle to moderate S. & S.W. breeze. At 9^o started at quartering
the following astern without leave - Ellis John (C. M. C) Griffis (C. P.) Lee A. (C. P.)
St. L. M. (P.) Kuhn H. E. (Piler). Made preparations for sea and at 11^{1/2}
got underway & stood out of New York Harbor under steam alone, Command
officer at the conn. At 1^o made P. S. Lat. +89° to Perini - answered affi-
matively. At 11^{1/2} made to "Terror" (W. W.) Please send my mail to Portemon-
tary Yard. Asst. Paymaster H. E. Purcell, U.S.N. left the ship in order to report
before a Board in Washington D.C. on the 14th inst. for examination for
promotion. Ensign G. H. Williams, U.S.N. was detached and ordered to U.S.S.
Columbia as watch & division Officer. Steaming with three boilers.
Av. steam 40. Av. rev. 88.

O. P. Jackson
Ensign

Meridian to 4^o P.M.

Overcast misty and equally - Gentle to fresh breeze blowing in squalls
from S.S.W. shifting to S.S.E and back to S.W. Barometer falling.
Steaming down main ship channel Commanding Officer at the conn-
nected 2⁴⁵ when off the passing entrance to George Channel steamed
up the channel and anchored at 3⁵⁰ 45° Latitude - port chan-
nel bottom water. Bearings at anchor: South Beacon S.E. & E. 1/2 E. - Farwick
S.E. 1/2 E. Conover Beacon S.W. by S (mag) Bankes Junc.

O. P. Jackson
Ensign

From 4^o P.M. to 8^o P.M.

Overcast to fair - Light drizzle 2nd & 3rd hours. Light to moderate
breeze from S.W. to N.W. Bankes Junc.

O. P. Jackson
Ensign

From 8^o P.M. to Midnight.

Fair - Gentle to moderate breeze from West & N.W. Bankes Junc.

O. P. Jackson
Ensign

Examined and found to be correct.

John W. Stewart
Rept. Navigator

LOG of the UNITED STATES

Ship Essex 30 Rate,
An anchor in New York Bay by making passage to Portsmouth. Nov. 30.

Hour.	Knots. Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barom.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clouds sky in Births. State of the Sky.
				Direction by Standard Compass.	Force.					
A. M.			S. N.	N. N. W.	34	30.21	61 40° 44'	S. C. g.	curt	6
1			"	"	34	30.24	61 40° 46'	"	"	6
2			N. N.	N. N.	35	30.26	61 44 48	"	"	6
3			"	"	35	30.29	59 44 43	"	"	6
4			N. X. S.	"	32	30.29	59 43 42	S. C. m.	cur	7
5			N. X. N.	"	32	30.33	59 43 42	"	"	8
6			"	West	23	30.35	59 44 42	"	"	8
7			S. N.	"	2	30.35	59 44 42	"	ob	8
8	6 2 62	6 45	N. S. N.	N. S. N.	3	30.37	59 45 43 41	"	"	8
9	7 3 135	"	N. N. X. N.	"	3	30.37	60 48 46 41	"	"	8
10	8 0 265	"	"	"	3	30.37	60 51 49 41	"	cur	8
11	7 1 286	"	East	"	3	30.37	62 51 49 41	"	"	8
Noon.	5 5 32.5	36.0	E. N. E.	N. N. W.	3	30.36	62 48 46 41	S. m.	"	10

Position at 8 A. M. { Latitude by bearings
 { Longitude by " "
 Latitude by observation
 Position at noon: { Longitude by observation
 Latitude by DR. bearings
 Longitude by DR. " "

40° 39' " N
 78° 46' " N
 " " "
 " " "
 40° 39' " N
 78° 07' " N

Course made good since preceding noon: E. S. E.

Distance made good since preceding noon:

44 miles.
 miles.

Distance by Log since preceding noon:

Current per hour: — miles, set true.

Position at 8 P. M. { Latitude by bearings
 { Longitude by "

40° 58' " N
 71° 54' " N

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water distilled during the preceding 24 hours,

300 "

Water remaining on hand fit for use at noon,

2600 "

Coal consumed during the preceding 24 hours,

11 tons, 600 lbs.

Coal remaining on hand at noon,

60 " 540 "

P. M.										
1	6 9 42.9	6 N. E.	West	3	30.36	63 45 46 41	S. C. m.	ob. cur	8	8
2	7 3 52.2	"	"	3	30.35	62 45 46 41	"	"	8	8
3	7 9 58.1	"	"	5	30.33	61 47 45 41	"	"	8	8
4	7 2 65.3	"	"	5	30.32	61 47 45 41	"	"	8	8
5	3 9 69.2	6 E. 2 1/4 E	"	3	30.33	61 46 45 41	"	"	8	8
6	7 1 72.8	"	N. W.	2	30.34	61 45 44 41	"	"	7	8
7	7 2 78.1	"	"	3	30.35	63 45 44 41	"	"	7	8
8	7 3 82.0	6 N. 2 1/4 E	North	4	30.36	62 44 43 41	"	"	8	8
9	6 8 91.2	6 N. 2 1/4 E	"	4	30.36	62 44 43 41	"	"	8	8
10	6 4 97.7	"	"	4	30.37	62 43 42 41	"	"	7	8
11	6 8 145	"	"	4	30.38	62 41 40 41	"	"	8	8
Mid.	7 5 22.0	"	N. N. W.	34	30.39	62 40 39 41	"	"	8	8

under the command of

Commander E. P. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4⁰⁰ Am
Fair - Gentle to stiff breeze from N.E. & N.W.

O.P. Laddie.
Ensign

From 4⁰⁰ Am to 8⁰⁰ Am

Clear and fine - Light to gentle breeze from N.E. to S.W. At 6⁰⁰ got underway
and close on New York Bay under steam alone. Commanders at the conn.
At 7⁰⁰ took departure from Whistling buoy at entrance of Pecony Channel close
aboard, put over patent log reading 0.78 set course E.N.E. At 7⁰⁰ left pt. for bottom
staysail - fore and spanker - Av. steam 30. Av. rev. 57.

O.P. Laddie.
Ensign

From 8⁰⁰ AM to Meridian

Clear and pleasant - Gentle breeze from S.W. by E. to N.E. Barometric steady. At 9⁰⁰
mustered at quarters and published sentence of Summary Court Martial in case of
H. H. Hall, code犯人, sentenced to solitary confinement and double rations on bread + water for
forty days with full ration every fifth day and to lose three months pay. By order of Commanding
Officer confirmed H. H. Hall's coal share in accordance with above sentence. James Laver
received acting appointment as Chief Gunner's Mate. By order of Commanding Officer
changed course at 11⁰⁰ to East and at 11⁰⁰ to E.N.E. Took in fore bottom staysail at 10⁰⁰
and spanker at 12⁰⁰. On course under steam and journal and fit. Average steam 35.
revolution 41. Eighteen Fire Island lightship at 10⁰⁰

D. Bellier.
Ensign

Meridian to 4⁰⁰ P.M.

Clear and pleasant. Hazy about horizon. Gentle breeze from the West. At 2⁰⁰ took
in fit + journal. Rev. 42. Steam 35 lbs. At 3⁰⁰ took bearing of Shinnecock
Lk. Pt. N.E. E 3/4 E (mag.)

B.O. Hyatt

Lieutenant. U.S.N.

Clear + fine - Gentle to light breeze from N.E. & N.W. At 4⁰⁰ Shinnecock
Light bore abeam distance 10 miles. At 4⁰⁰ changed course to S.E. E 1/4 E (f. l. 69.)
Steaming with three boilers. Av. steam 40. Av. revs. 40

O.P. Laddie.
Ensign

From 6⁰⁰ P.M. to 8⁰⁰ P.M.

Clear and cool. Gentle to moderate breeze from N.E. to North. Barometric rising
Eighteen Rock Island light at 7⁰⁰. At 7⁰⁰ by order of Commanding Officer changed course
to E 3/4 N to clear passing schooner - running course at 7⁰⁰. At end of watch under
steam alone - Montauk Pt. Clock Island light in sight on port bow. Average steam
40 - revolution 40

D. Bellier.
Ensign

From 8⁰⁰ P.M. to Midnight

Clear and pleasant - Bush to gentle breeze from N.E. to N.W. Very brilliant
aurora borealis in Northern sky all the watch. At 11⁰⁰ Block Is. Lk. bore
abeam - P.L. 19.2

M. Hyatt

Lieutenant. U.S.N.

Examined and found to be correct.

John W. Stewart
Dint' Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage to Portsmouth N.H.

3d Rate,

Hour.	Knots.	Tens.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER Height in inches.	Therm. at 4d.	TEMPERATURE.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop of Clouds, in 10th.	State of the Sea.
					Direction by Standard Compass.	Force.								
A. M.														
1	6	0	280	N E 1/4 E	N. N. W.	4		30.39	62° 39' 39"	41° 41'	Sc	cu	8	5
2	6	7	347	"	"	4		30.37	62° 39' 38"	41° 41'	"	"	9	"
3	5	0	350	W 1/2 S	"	4		30.38	59° 38' 37"	41° 41'	"	ob	9	"
4	1	0	412	S E 1/4 E	"	4		30.39	57° 38' 37"	41° 41'	"	"	9	"
5	3	0	477	S E 1/4 E	"	3		30.39	57° 38' 37"	41° 41'	"	"	9	"
6	1	2	533	S E 1/4 E	"	2		30.40	57° 37' 37"	41° 41'	"	"	9	"
7	4	0	585	S E 1/4 E	"	3		30.40	57° 37' 36"	41° 41'	"	"	9	"
8	1	4	626	S E 1/4 E	N. N. E.	3		30.40	57° 37' 36"	41° 41'	"	"	8	"
9	7	5	683	"	"	3		30.41	57° 37' 35"	41° 41'	"	overcast	7	"
10	2	5	682	E 1/2 N	"	4		30.41	60° 40' 39"	41° 41'	"	"	7	"
11	2	4	693	E	N. E.	4		30.45	59° 40' 39"	41° 41'	"	"	7	"
Noon.	5	9	108.1	"	"	4		30.45	59° 40' 39"	41° 41'	"	"	5	"

Position at 8 A. M.	Latitude by	bearings	41° 0 29'	"	Sc
	Longitude by	"	70° 0 35'	"	St
Position at noon:	Latitude by observation	-	0	"	"
	Longitude by observation	-	0	"	"
Position at noon:	Latitude by D.R.	bearings	41° 0 30'	"	St
	Longitude by D.R.	"	70° 0 35'	"	St

Course made good since preceding noon: E 24° N.

Distance made good since preceding noon:

152 miles.

Distance by Log since preceding noon:

miles.

Current per hour: — miles, set true.

Position at 8 P. M.	Latitude by	bearings	42° 0 09'	"	Sc
	Longitude by	"	69° 47'	"	St

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon, 2300 "

Coal consumed during the preceding 24 hours, 16 tons, 560 lbs.

Coal remaining on hand at noon, 43 " 220 "

P. M.														
1	5	7	8.8	N E 1/2 W	N. E.	4		30.49	57° 37' 35"	41° 41'	Sc	cu	6	5
2	5	5	14.8	N. E. x W	"	4		30.49	57° 37' 34"	41° 41'	"	"	5	"
3	5	5	19.8	"	"	4		30.48	57° 37' 33"	41° 41'	"	"	8	"
4	5	3	25.1	"	"	3.6		30.50	57° 37' 33"	41° 41'	"	"	8	"
5	4	5	25.6	"	"	4		30.51	57° 37' 34"	41° 41'	"	"	7	"
6	5	5	29.8	W. N. E.	"	3.4		30.52	57° 37' 34"	41° 41'	"	"	7	"
7	5	5	85.4	"	"	3.4		30.52	57° 37' 34"	41° 41'	"	"	6	"
8	6	4	41.0	"	"	4		30.53	57° 37' 33"	41° 41'	"	"	6	"
9	6	4	47.4	"	"	4		30.56	57° 37' 34"	41° 41'	"	"	7	"
10	6	4	58.8	N. E. x W	"	4		30.58	55° 34' 34"	41° 41'	"	"	6	"
11	6	7	60.6	"	"	3		30.60	55° 35' 34"	41° 41'	"	"	6	"
Mid.	5	7	67.8	"	"	2		30.62	57° 35' 34"	41° 41'	"	"	6	"
			73.0	"	"			30.63	55° 35' 34"	41° 41'	"	"	7	"

under the command of

Commander S. J. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4⁰⁰ AM

Clear - Moderate breeze from N.W. At 2⁰⁰ night Gay Head lights bearing N.E. (p.c.) At 3⁰⁰ 35° 45' N. Lat. 67° 45' W. Long. Found light vessel chart house light bearing N.E. (p.c.) & N.E. (p.c.) respectively - changed course at 7:00 2⁰⁰ N.E. (p.l. 20) 2⁰⁰ 3⁰⁰ N.E. (p.l. 40) 3⁰⁰ 4⁰⁰ N.E. (p.l. 42) 3⁰⁰ 45' N.E. (p.l. 45) 3⁰⁰ 5⁰⁰ N.E. (p.l. 45) Steaming with three boilers. Av. steam 40.
Av. rev. 39 O.P. Jackson Ensign

From 4⁰⁰ AM to 8⁰⁰ AM

Clear - cool and pleasant - Gentle breeze from N.W. to N.E. Standing up Vineyard Sound. By order of Commanding Officer changed course as follows 4⁰⁰ N.E. (p.l. 48) 4⁰⁰ N.E. (p.l. 50) 4⁰⁰ N.E. (p.l. 53) 5⁰⁰ N.E. (p.l. 55) 6⁰⁰ N.E. (p.l. 58) 6⁰⁰ N.E. (p.l. 60) 6⁰⁰ N.E. (p.l. 62) 6⁰⁰ N.E. (p.l. 64) 6⁰⁰ N.E. (p.l. 66) 7⁰⁰ N.E. (p.l. 70) 7⁰⁰ East (p.l. 71) 7⁰⁰ E.S.E. (p.l. 72) 7⁰⁰ E.S.E. (p.l. 74) 7⁰⁰ E.S.E. (p.l. 74) 8⁰⁰ E.S.E. (p.l. 76) Sighted Bar Harbor Cove lights at 4⁰⁰ and Rock Harbor lights at 5⁰⁰. Under steam alone - Average steam 40 Av. revolutions - 42 O.P. Jackson Ensign

From 8⁰⁰ AM to Meridian

Clear and cool. Gentle to moderate breeze from N.E. to N.N.E. Heading Gay Head Cross R.R. Lt. ship - course E.S.E. 4⁰⁰ At 9⁰⁰ took up more to E.S.E. as current was setting us to S.E. After that heading for Lt. ship until 10:17 when passed from Lt. ship on port beam - p.l. 9⁰⁰ still headed for Nantucket Shoal Lt. ship - course E.S.E. 4⁰⁰ At 11:2⁰ passed Nantucket Shoal Lt. ship on port beam and headed for Shoal Buoy Lt. ship. course N.E. fat. log 2. Comdg. Officer conning all the watch. Steam 40 lbs. Rev. 42 O.P. Jackson Ensign

Meridian to 4⁰⁰ P.M.

Clear & cool. Gentle to moderate N.E. breeze. Comdg. Officer conning ship through Nantucket Sound until 1⁰⁰ when set course N.E. N. Heading departure from Nantucket buoy at entrance close aboard. p.l. 12:1 Steaming with three boilers. Av. steam 40 Av. rev. 42 O.P. Jackson Ensign

From 4⁰⁰ P.M. to 6⁰⁰ P.M.

Clear & cool. Gentle to moderate breeze from N.E. Barometer rising. By order of Commanding Officer changed course fat 4⁰⁰ to North (p.l. 20) sighted several seacomes and Capt. Cog. lights at 5⁰⁰ steam 40. revolutions 35. O.P. Jackson Ensign

From 6⁰⁰ P.M. to 8⁰⁰ P.M.

Clear - Moderate breeze from E.N.E. Very brilliant aurora to N.E. occasionally showing to N.W. At 8⁰⁰ changed course to N.W. Lt. fat. log + 7⁰⁰ Cal. Grid. beam. O.P. Jackson Ensign

From 8⁰⁰ P.M. to Mid-night

Clear - Light to moderate breeze from E.N.E. Steaming with three boilers. Av. steam 41 Av. rev. 40 O.P. Jackson Ensign

Examined and found to be correct.

John W. Stewart
Lieut. - Navigator.

LOG of the UNITED STATES

Ship Essex

35 Rate,

Making passage to Portsmouth, N. H. and at anchor Navy Yawl, Portsmouth, N.H.

Hour.	Knots. Tens.	Reading of Pilot Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Form of Clear Sky, by symbols.	State of the Sea.
				Direction by Standard Compass.	Force.						
A. M.											
1	5	4	78.4	N x N 34 1/2 W	2	30.68	60 35 35 39	fc	cu	6	5
2	5	5	83.9	"	2	30.62	60 35 35 39	"	"	6	"
3	6	3	90.2	"	2	30.62	60 35 35 39	"	"	6	"
4	6	0	96.2	"	2	30.63	59 35 35 39	"	"	6	"
5	5	8	102.5	N x S 34 1/2 W	1	30.63	57 34 34 39	fc	"	7	"
6	6	3	85.5	"	2	30.63	57 34 34 39	fc.m	"	7	"
7	4	2	104.6	Jack	2	30.65	57 37 37 39	"	"	8	"
8	2	8	102.5	N x E	1	30.69	59 35 35 39	"	"	7	"
9				N x W	2	30.66	58 36 36	o.c.m	cu	0	"
10					2	30.66	58 37 37	"	"	0	"
11					2	30.65	57 37 37	"	"	0	"
Noon.					2	30.65	53 37 37	"	"	0	"

Position at 8 A. M. { Latitude by

Longitude by

Latitude by observation

Longitude by observation

Position at noon: Latitude by ~~etc.~~ bearingsLongitude by ~~etc.~~

0 " "

0 " "

0 " "

0 " "

43 ° 04' " N

70 ° 42' " N

Course made good since preceding noon:

N 17° 24'

98 miles.

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

Current per hour: miles, set true.

0 " "

0 " "

Position at 8 P. M. { Latitude by

Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water — during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2000 "

Coal consumed during the preceding 24 hours,

3 tons, 2080 lbs.

Coal remaining on hand at noon,

40 " 140 "

P. M.											
1			N. N x N 34 1/2 W	S. S. N	3	30.61	60 57 37	o.c.m	curly	0	0
2			"	"	12	30.57	60 37 37	"	"	0	0
3			"	"	2	30.57	65 35 35	"	"	0	0
4			"	"	2	30.57	65 35 35	"	"	0	0
5			N. S. N	"	2	30.53	65 38 35	"	"	0	0
6			"	"	2	30.53	65 38 35	"	"	0	0
7			"	"	2	30.53	69 38 35	"	"	0	0
8			"	"	1	30.53	68 38 35	fc	cu	3	
9			"	"	1	30.53	68 37 37	"	"	4	
10			"	"	12	30.51	67 37 37	"	"	3	
11			"	"	12	30.47	66 37 37	"	"	4	
Mid.			"	"	12	30.44	67 38 38	o.c.	"	0	

under the command of

Commander E. D. Strong
Wednesday March 16th

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4⁰⁰ AM

Clear and fine - Light breeze from E. & E. Barometer steady. Sighted Cape Ann lights at 2⁰⁰ On course words steam alone. Av. about 42 revolutions sec

E. D. Strong.
Commander

From 4⁰⁰ AM. to 8⁰⁰ AM

Clear and cold. Light airs & breeze from E.S.E to N.W. At 4⁰⁰ Cape Ann to starboard changed course to S. by N. 1/2 E. P.L. 9.5° At 4⁴⁵ sighted Isles of Shoals L. & at 4⁵⁵ changed course to S. by N. P.L. 12° At 6⁰⁰ to North. P.L. 9.7 At 7¹⁵ to N.N.E. P.L. 17.1 At 7³⁰ to N.W. P.L. 20. At 8⁰⁰ passed Fort Constitution & turned in fair log. Steam 35° lbs. Revolutions 44.

M. H. Mullineux
Lieutenant, U.S.N.

From 8⁰⁰ AM to Meridian

Cloudy & overcast - Light to moderate breeze from N.E. Commanding Officer coming ship up Piscataqua river until 8⁰⁰ when moored alongside dock at Navy Yard, Portsmouth, N.H. The following absentees John Ellis (C.M.C) G. Julian (C.P) A. See (C.P) K. H. (M.A.) J. E. Kuhn (M.A.) Transferred to Navy Yard Portsmouth, N.H. for discharge John Davies (B.M.C) and L. M. Kelly (S.M.C) Unbent all sail. Commanding Officer visited the Commandant Officially.

O. T. Lucken
Commander

Meridian to 4⁰⁰ PM

Overcast & cloudy - Light airs to gentle breeze from S.E. & W.

O. T. Lucken
Commander

From 4⁰⁰ P.M. to 8⁰⁰ P.M.

Overcast & cloudy - Light S.S.Wly breeze. Sent liberty party ashore

O. T. Lucken
Commander

From 8⁰⁰ P.M. to Midnight

Cloudy to overcast - Light airs & breeze from S.S.W.

M. H. Mullineux
Lieutenant, U.S.N.

Examined and found to be correct.

John W. Stewart
Chief Navigator.

LOG of the UNITED STATES

*Ship Essex
Moored to Navy Yard Dock, Portsmouth, N. H.*

305 Rate,

Hour.	Knots.	Tens.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Births.	State of the Sea.	
					Direction by Standard Compass.	Poss.	Heel.	Leeway.	Height in inches.	Therm. att'd.	Abs. Dry Atm. Hills.	Abs. Wet Atm. Hills.	Water at Surface.
A. M.													
1					S. S. H.	2			30.40	67	38	38	0
2					"	2			30.37	67	38	38	0
3					"	3			30.30	60	38	38	0
4					"	3			30.29	64	38	38	0
5					South	84			30.23	60	38	38	0
6					S. S. H.	84			30.21	66	38	38	0
7					"	23			30.15	62	39	39	0
8					"	2			30.13	59	40	40	0
9					"	2			30.10	57	44	44	0
10					"	2			30.07	60	44	44	0
11					"	2			30.04	60	45	45	0
Noon.					N. S. H.	23			30.02	61	48	48	4

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation

{ Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water ——— during the preceding 24 hours,

Water remaining on hand fit for use at noon,

1700 "

Coal consumed during the preceding 24 hours,

1 tons, 140 lbs.

Coal remaining on hand at noon,

89 " "

P. M.													
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
Mid.													

under the command of

Commander F. P. Strong
Thursday March 17th

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4^{oo} Am
Overcast - Light to gentle S.S.W. breeze. Bar. Falling.

M. H. Hale
Lieutenant U.S.N.

From 4^{oo} Am. to 8^{oo} Am

Overcast & squally, Drizzling. Gentle to moderate breeze from S.S.W. to the South. Bar. Falling. Received in Dept. of S. A. 26 lbs. fresh bread & 32 $\frac{1}{2}$ lbs. each fresh beef & vegetables.

M. H. Hale
Lieutenant U.S.N.

From 8^{oo} AM. to Meridian

Overcast - clearing last hour. - Light to gentle breeze from S.S.W. to N.E. At 9^{oo} mustered at quarter-deck without leave. R. E. Sharp (Lie.) A. C. See (C. S.) J. Ellis (G.M.S.C.) J. Griffin (C.S.) T. H. Sto (M. ad.) J. E. Russel (C.S.)

A. D. Seller
Ensign

Meridian to 1^{oo} P.M.

Fair - cool and pleasant. - Light to fresh breeze blowing in squalls from N.E. to N.W. A board of survey of which Commander R. Impy, U.S.N. is senior member met on board.

A. D. Seller
Ensign

From 1^{oo} P.M. to 8^{oo} P.M.

Fair and pleasant. - Light breeze from N.W. to calm last hour.

A. D. Seller
Ensign

From 8^{oo} P.M. to Midnight.

Calm to light breeze from N.W.

A. D. Seller
Ensign

Examined and found to be correct.

John L. Thorne
Lieut. - Navigator.

LOG of the UNITED STATES

35 Rate,

*Ship Essex
Moored to Navy Yard Dock - Portsmouth - N.H.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Pop. of Ches. Spt. in miles.	State of the Sea.			
					Direction by Standard Compass.	Force.	Heel.	Lewes.	Height in inches.	Ther. att'd.	Air. Dry	Air. Wet	Water at Barometer.		
A. M.				N. N. W.	N. W.	2		30.27	58	40	40		b-c	cn	9
1				"	"	3		30.29	57	40	40		"	"	9
2				"	"	3		30.30	57	39	39		"	"	8
3				"	"	2		30.31	56	38	38		"	"	6
4				"	"	2		30.34	56	38	38		"	"	6
5				"	"	2		30.36	56	38	38		"	"	7
6				"	"	3		30.36	56	38	38		"	"	8
7				"	"	2		30.36	58	40	40		"	"	8
8				"	"	2		30.39	58	43	42		"	"	5
9				"	"	2		30.42	60	45	45		"	"	5
10				"	"	2		30.44	61	46	46		"	"	5
11				"	"	2		30.45	61	49	49		"	"	8
Noon.				"	"	2		30.43	61	52	52		"	"	5

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

Distance by Log since preceding noon :

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water ~~distilled~~ during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.															
1				N. N. W.	N. W.	2		30.48	60	32	32		b-cm	cn	8
2				"	"	2		30.42	60	33	33		"	"	8
3				"	"	2		30.41	60	33	33		"	"	8
4				"	"	2		30.41	60	37	37		"	"	8
5				"	"	1		30.44	64	37	37		"	"	8
6				"	"	1		30.48	65	32	32		"	"	8
7				"	S. S. W.	1		30.44	64	49	49		"	-	10
8				"	"	1		30.44	66	42	42		-	-	10
9				"	"	1		30.45	66	42	42		-	-	10
10				"	Calm	0		30.45	62	40	40		-	-	10
11				"	-	0		30.45	62	40	40		-	-	10
Mid.				"	South	0/1		30.44	62	39	39		-	-	10

under the command of

Commander E. P. Strong

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4⁰⁰ Am

Clear and fine - Light to quite breeze from N.E.

D.S. Strong
Ensign

From 4⁰⁰ Am. to 8⁰⁰ Am.

Clear fine weather - Light to quite breeze from N. E. Paymaster received fresh provisions as follows 226 lbs. bread and 82 $\frac{1}{2}$ lbs.
each of beef and vegetables.

D.S. Strong
Ensign

From 8⁰⁰ Am. to Meridian

Clear & pleasant. Light to quite N. W. breeze. Absentees A. G. (C.P.) J. Ellis
(G.M.C.) J. Griffin (C.P.) J. St. M. (M.A.) H. E. Fisher (Ordn) J. C. Sharp (Lod.) all
stragglers. J. F. Lindberg (Co) was sent to hospital for treatment. H. L.
Fapig (A.G.C.) was transferred to U.S. Training Station, Newport, R.I. with
bag, hammock and papers.

John W. Stewart
Lieutenant, U.S.N.

Meridian to 4⁰⁰ P.M.

Clear & pleasant. Light N. W. to N. N. W. breeze. A board of Survey of which
Comdr. Emory was active member met on board at 2 $\frac{1}{2}$ to survey
navigation equipment stored. Thomas Perry (B.M.C.) was given
an acting appointment as Boatswains Mate 1 $\frac{1}{2}$ class to date from
the 17th inst.

John W. Stewart
Lieutenant, U.S.N.

From 4⁰⁰ P.M. to 8⁰⁰ P.M.

Clear except haziness about the horizon - Light variable air.
Lieut. H. O. Tolman was detached by telegraphic order from the Navy
Dept. and ordered to the Puritan at Norfolk, Va.

John W. Stewart
Lieutenant, U.S.N.

From 8⁰⁰ P.M. to Midnight

Clear and cool - Light variable air.

John W. Stewart
Lieutenant, U.S.N.

Examined and found to be correct.

Approved

E.P. Strong

Commander, U.S.N. Comdg.

John W. Stewart
Lieut. &

Navigator

LOG of the UNITED STATES

30 Rate,

*Ship Essex
Moored to Navy Yard Dock. Portsmouth, N.H.*

Hour.	Knots. Tides.	Reading of Pilot Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer, in inches.	Therm. at d.	Temp. at Water at Barometer.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clouds, by symbols.	State of the Sky, in 10ths.
				Direction by Standard Compass.	Force. Heel.							
A. M.												
1				S. N. W.	1	30.45	62 40 40		o.c.	cu	0	0
2	"			"	1	30.41	62 40 40		"	"	0	0
3	"			"	1	30.39	62 40 40		"	"	0	0
4	"			"	1	30.39	62 40 40		"	"	0	0
5	"			"	1	30.36	62 40 41		o.c.d.	cu nim	0	0
6	"				12	30.34	62 40 41		"	"	0	0
7	"			S. S. W.	2	30.32	62 40 41		o.c.f.p	"	0	0
8	"			"	24	30.31	62 42 42		"	"	0	0
9	"				3	30.30	60 41 43		o.c.m.d.	"	0	0
10	"			S. S. E.	34	30.27	59 41 42		o.c.m.g.f	"	0	0
11	"			"	40	30.19	60 40 42		o.c.m.g.s	"	0	0
Noon.					34	30.18	61 40 42		o.c.m.p	"	0	0

Position at 8 A. M.

{ Latitude by

Longitude by

Position at noon:

{ Latitude by observation

Longitude by observation

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

miles.

Distance by Log since preceding noon :

miles.

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by

{ Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water distilled during the preceding 24 hours,

1400 "

Water remaining on hand fit for use at noon,

2600 "

Coal consumed during the preceding 24 hours,

1 tons, 900 lbs.

Coal remaining on hand at noon,

96 " 120 "

P. M.												
1				S. S. W.	2	30.18	61 40 42		o.c.m.r	curly	0	0
2	"			"	12	30.11	62 43 45		"	"	0	0
3	"			"	1	30.07	63 42 42		o.c.f.d.	"	0	0
4	"			calm	0	30.06	61 41 41		"	"	0	0
5	"			"	0	30.04	60 41 41		"	"	0	0
6	"			"	0	30.02	63 40 40		o.c.f.w.	"	0	0
7	"			"	0	30.04	63 40 40		"	"	0	0
8	"			"	0	30.04	63 40 40		"	"	0	0
9	"			variable	10	30.03	62 40 40		"	"	0	0
10	"			"	10	30.03	62 40 40		"	"	0	0
11	"			"	10	30.03	62 40 40		"	"	0	0
Mid.	"			"	10	30.03	62 40 40		o.c.f.d.	"	0	0

under the command of E. P. Strong and R. Rush - Comdr.
Saturday March 19th

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4^{oo} Am

Cloudy and cool - Light airs from S^E John W. Stewart
Lieutenant, U.S.N.

From 4^{oo} Am to 8^{oo} Am

Cloudy & misty - Gentle breeze from S^E + N^E. J. Ellis (C.M.S.X)
returning from board 9 days and 23 hours overtime.

John W. Stewart
Lieutenant, U.S.N.

From 8^{oo} Am to Meridian

Cloudy & rainy - Moderate breeze from S^E + N^E. Comdr R. Rush
reported on board and by orders of the Navy Department relieved
Comdr. E. P. Strong detached and ordered home. James Laren (C.G.M.)
left on one week's leave of absence. Recd in Pay Dept. 25 lbs fresh
bread and 3 1/4 lbs each of fresh beef and vegetables. Ensign D. F.
Selby was detached and assigned to the Alliance. Recd Paymaster
H. E. Curran returned on board from duty in Washington. Absent
without leave - A. Lee (C.P.) & Griffin (C.P.) to St. M. Abt. H. E. Rush
(Clerk) A. C. Sharp (Ldg.).

John W. Stewart
Lieutenant, U.S.N.

Meridian to 4^{oo} P.M.

Cloudy and misty - Light airs from S^E + N^E. Ensign A. A. McTethan
reported on board for duty as watch & division officer

John W. Stewart
Lieutenant, U.S.N.

From 4^{oo} to 8^{oo} P.M.

Cloudy & damp - Calm -

John W. Stewart
Lieutenant, U.S.N.

From 8^{oo} P.M. to Midnight.

Cloudy and damp. Light variable airs.

John W. Stewart
Lieutenant, U.S.N.

J.W.S.

Examined and found to be correct.

John W. Stewart
Lieut &
Navigator.

LOG of the UNITED STATES

35 Rate,

*Ship Essex
Moored to Navy Yard Dock - Portsmouth, N. H.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Press. of Clouds, in inches.	
					Direction by Standard Compass.	Force.				Height in inches.	Ther. atvd.	Air. Dry Bulb.	Air. Wet Bulb.	Water Surface.			
A. M.				21. N. W.	variable	1/2				30.00	61	40	40		oc fd	oc - w	0
1						1/2				29.99	61	40	40		"	"	0
2					"	1				29.95	61	40	40		oc fd	"	0
3					"	1				29.91	61	40	40		"	"	0
4					"	1/1				29.91	61	42	42		oc fd	"	0
5					"	1/1				29.91	61	43	42		oc fd	"	0
6					"	0/1				29.91	61	43	42		"	"	0
7					West	1/2				29.92	60	46	46		oc m	"	0
8						2 3				29.93	59	47	49		"	"	0
9					21. N. W.	3				29.97	62	53	57		fc m	"	2
10						3 4				29.99	62	53	57		"	"	3
11					"	5				29.99	62	55	57		fc g	es - es	4
Noon.					"	5				29.99	63	55	57		"	"	4

Position at 8 A. M. { Latitude by
Longitude by

Position at noon : { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

miles.

Distance by Log since preceding noon :

miles.

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water ~~distilled~~ during the preceding 24 hours,

300 "

Water remaining on hand fit for use at noon,

2600 "

Coal consumed during the preceding 24 hours,

tons, 1500 lbs.

Coal remaining on hand at noon,

.35 " 860 "

P. M.		21. N. W.	21. N. W.	30.00	50	55											
1			56	30.01	57	55	50								fc	es - es	6
2		"	57	30.04	58	57	50								"	"	6
3		"	57	30.07	56	55	49								"	"	6
4		"	57	30.10	55	57	46								"	"	6
5		"	57	30.13	55	57	43								"	"	6
6		"	58	30.19	56	57	42								"	"	6
7		"	58	30.22	56	57	42								"	"	6
8		"	58	30.27	57	57	39								"	"	6
9		"	58	30.29	57	57	39								"	"	6
10		"	58	30.32	57	57	39								fc	es - es	7
11		"	58	30.32	57	57	39								fc	es - es	7
Mid.		"	58	30.32	57	57	39								"	"	7

under the command of

Commander P. Rush
Sunday March 20th

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4⁰⁰ AM
Cloudy and drizzling. Light variable air.

John W. Stewart
Lieutenant, U.S.N.

From 4⁰⁰ AM to 8⁰⁰ AM

Cloudy and misty. Light variable air. Received in Pay Dept.
32½ lbs each Fresh beef and vegetables and 26 lbs bread.

John W. Stewart
Lieutenant, U.S.N.

From 8⁰⁰ AM to Meridian

Partly clear & pleasant - Gentle to stiff breeze from N.W.
Mustered at quarters at 9⁰⁰ AM. Absentees Mr. St. J. G. M. Abt) C. C. Lefebvre
Clerk A. R. (C. F.) & Griffin (C. P.) + A. E. Sharp (Lds). The Comdg. Officer
inspected crew and ship.

A. A. McElhaney
Ensign

Meridian to 4⁰⁰ PM.

Generally clear & pleasant - Stiff to fresh breeze from N. E. to N. W.
Sent liberty party ashore.

A. A. McElhaney
Ensign

From 4⁰⁰ P.M. to 8⁰⁰ P.M.

Clear and cool - Fresh to stiff breeze from N.W.

A. A. McElhaney
Ensign

From 8⁰⁰ P.M. to Midnight.

Clear and pleasant & cool - stiff to gentle N. W. by E. breeze. P. Sweeney
(Dea) returned from leave.

A. A. McElhaney
Ensign

R.R.

Examined and found to be correct.

John W. Stewart
Lieut & Navigator.

LOG of the UNITED STATES

Ship Essex 30 Rate,
Moved to Navy Yard Dock - Portsmouth N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Fogs or Haze in Miles.	State of the Seas.
					Direction by Standard Compass.	Force.	Heel.						
A. M.													
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
Noon.													

Position at 8 A. M.	{ Latitude by Longitude by	○	°	"
	{ Latitude by observation Longitude by observation	○	°	"
Position at noon:	{ Latitude by D. R. Longitude by D. R.	○	°	"
	{ Latitude by observation Longitude by observation	○	°	"
	{ Latitude by D. R. Longitude by D. R.	○	°	"

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M.	{ Latitude by Longitude by	○	°	"
	{ Latitude by observation Longitude by observation	○	°	"

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2400 "

Coal consumed during the preceding 24 hours,

tons. 2100 lbs.

Coal remaining on hand at noon,

34 " 1800 "

P. M.													
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
Mid.													

under the command of

Commander Richard Rush
Monday March 21st

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4th am
Generally clear and squally - Fresh to light S.Wly breeze.

From 4^{oo} Am. to 8^{oo} Am.

From 4th Am to 8th Am
Generally cloudy & overcast. Light air from N. E. to calm.
Refd. in Pay Dfrs. 26 lbs. bread - 32½ lbs beef - 32½ lbs vegetables.

A. A. Fletcher
Ensign

From 8^{oo} AM. to Meridian

From 8^{am} AM. to Meridian
Cloudy & overcast - Calm to light breeze from S.E. at 9³⁰
mustered at Quartermaster's Absentees as follows:- John H. E. Collier &
Sharp C. G. of day. The following were declared deserters from this
regt see D.C. 9th Sto Dr. M. Att. Drippen (C. P.) ^{Brigadier General} Surveyor
of which Comdr. As Envoy, Wkt and R. E. Simpkins ^{Adj't Genl} were senior
members surveyor articles in Ordnance and Equipment Department respectively.

A. A. McElroy
Ensign

Meridian h. 4^{oo} P.M.

Meridian to 4^o P.M. Draper
Fair - Light air to light breeze from S.E. A Board of Survey
of which Comdr. R. E. Draper, U.S.N. was senior member surveyed
particular in construction.

O. T. Foster
Ensign

From 4⁰⁰ P.M. to 8⁰⁰ P.M.

From 11th A.M. to 8th P.M. ^{Evening}
Cloudy - Light airs to light breeze from S.E. P.J. Hickey (Capt.)
Left the ship on 15 days leave of absence.

O. T. Jackson
Ensign

From 8^{oo} P.M. to Midnight.

From 8⁰⁰ P.M. to Midnight
Fair to clear - Light variable airs.

O. F. Tucker
Ensign

Examined and found to be correct.

John W. Stewart
Lieut. & Navigator.

LOG of the UNITED STATES

Ship Essex 3d Rate,
Moored to Navy Yard Dock, Portsmouth, N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Latitude.	BAROMETER.			TEMPERATURE.			State of Weather, by symbols.	Forms of Clouds, by symbols.	Form of Sky in Miles.	Status of the Sea.
									Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.					<i>H. N. H.</i>	<i>N.E.</i>	1		30.44	53.33	31				<i>b.c</i>	<i>cu</i>	8	
1							1		30.45	53.30	29						5	
2	"					"			30.45	53.28	27						10	
3	"					"			30.45	52.28	27							
4	"					"			30.45	52.28	27					<i>cu-sh</i>	8	
5	"					"			30.45	52.28	27						7	
6	"					"			30.45	52.29	28					<i>cu-cu</i>	7	
7	"					"			30.45	52.29	28						7	
8	"					"			30.45	48.34	34					<i>cu-min</i>	5	
9	"					<i>south</i>			30.45	52.39	38						4	
10	"					"			30.45	52.39	38						4	
11	"					"			30.45	52.40	41						3	
Noon.	"					"			30.45	52.40	41					<i>cu-cu</i>	1	

Position at 8 A. M. { Latitude by
 Longitude by

o e " *

{ Latitude by observation
 Longitude by observation
 Position at noon: { Latitude by D. R.
 Longitude by D. R.

o e "

o e "

o e "

o e "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

o e "

Position at 8 P. M. { Latitude by
 Longitude by

o e "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2100 "

Coal consumed during the preceding 24 hours,

tons, 1800 lbs.

Coal remaining on hand at noon,

33 " 1440 "

P. M.		<i>H. N. H.</i>	<i>South</i>	3	30.45	60.43	41		o.c	cu	cu	0	0	0	0	0	0
1				34	30.45	62.41	40		"								
2	"			34	30.45	60.41	39		"								
3	"			4	30.45	61.41	39		"								
4	"			4	30.45	60.40	38		"								
5	"			4	30.37	60.40	38		"								
6	"			34	30.37	58.40	38		"								
7	"			3	30.35	59.40	38		"								
8	"			3	30.35	59.40	38		"								
9	"			3	30.32	57.38	38		"								
10	"			2	30.26	57.38	38		"								
11	"			3	30.19	58.38	38		"								
Mid.	"			3	30.16	56.38	38		"								

under the command of

Commander Richard Rush
Tuesday March 22nd

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 10⁰⁰ AM
Clear - Light N.Ely - air.

From 4⁰⁰ AM to 8⁰⁰ AM

Clear - Calm to light variable air. Received in Dept. of Supplies
- Acc'ts 26 lbs. fresh bread + 32 $\frac{1}{2}$ lbs. each of fresh beef & vegetables

O. T. Laddan.
Ensign

From 8⁰⁰ AM to Meridian

Partly clear and pleasant. Light air to light breeze from South.
At 9 $\frac{3}{4}$ minutes at 40° 40' S. - despatches, H. F. Kuhn (Oiler), A. E. Sharp (Lieut.)
by order of Bureau of Navigation, J. B. Ogden (Capt. 35th C.) - C. B. Pitt (33rd)
were discharged from the Naval Service being undesirable. End
the effects of the following deserters + realized the amount set aside
from marts - J. Griffis^{2nd} - A. Lee 2nd - J. Stor 95. Lester (3rd)
cooks. Started fires in Boiler 2nd - let fires die out in Boiler 1st.
Liberty party returned.

O. T. Laddan.
Ensign

Meridian to 4⁰⁰ P.M.

Cloudy and overcast - Gentle to moderate breeze from South.
Sent liberty party ashore.

C. C. McRitchie
Ensign

From 4⁰⁰ P.M. to 8⁰⁰ P.M.

Cloudy + overcast - Moderate to gentle breeze from South to
S.S. W.

C. C. McRitchie
Ensign

From 8⁰⁰ P.M. to Midnight.

Overcast - Light drizzle - light to quite S.S.Wly breeze.

C. C. McRitchie
Ensign

R. R. /

Examined and found to be correct.

John W. Theworth
Lieut - Navigator

LOG of the UNITED STATES

30 Rate,
Moored to Navy Yard Dock, Portsmouth N.H.

Hour.	Knots.	Tides.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Rise.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Sky, in miles.	State of the Sea.
					Direction by Standard Compass.	Force.				Height in inches.	Ther. att'd.	Dry Bar.	Wet Bar.				
A. M.				St. S. W.	1		30.12	59	39 89					o.c.m.s	cirrus	0	
1				calm	0		30.04	59	39 89					"	"	0	
2				"	0		29.97	59	39 89					"	"	0	
3				"	0		29.94	59	39 89					"	"	0	
4				S. S. W.	1		29.89	59	39 89					o.c.f.s	"	0	
5				"	0/		29.89	59	39 89					"	"	0	
6				"	0/		29.87	59	39 89					o.c.f.s	"	0	
7				calm	0		29.82	55	39 39					o.c.f	"	0	
8				"	0		29.79	52	40 40					"	"	0	
9				S. W.	10		29.79	54	40 44					o.c.m	"	0	
10				West	10		29.77	60	48 47					"	"	0	
11				"	12		29.76	63	58 50					f.c.m	"	0	
Noon.				"	23		29.76	63	53 52					"	"	1	

Position at 8 A. M.	Latitude by observation	o	"
	Longitude by observation	o	"
Position at noon:	Latitude by observation	o	"
	Longitude by observation	o	"
	Latitude by D. R.	o	"
	Longitude by D. R.	o	"

Course made good since preceding noon :

Distance made good since preceding noon : miles.

Distance by Log since preceding noon : miles.

Current per hour : miles, set true.

Position at 8 P. M.	Latitude by observation	o	"
	Longitude by observation	o	"

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 200 gallons.

Water — during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours, 1900 "

Coal remaining on hand at noon, 1 tons, 1460 lbs.

Coal remaining on hand at noon, 31 " 2220 "

P. M.	St. S. W.	West	23	29.76	64	53 52		Scattered	3
1	"	South	24	29.81	67	62 57	"	Cloudy	4
2	"	"	4.6	29.80	66	61 58	"	"	3
3	"	"	4.6	29.80	66	61 58	"	"	4
4	"	"	4.6	29.80	62	58 47	"	Scattered	4
5	"	"	3.4	30.00	61	50 40	"	Scattered	3
6	"	"	3.2	30.06	60	44 40		o.c.m	0
7	"	"	3.0	30.06	57	41 39	"	"	0
8	"	"	3.0	30.07	57	39 38	"	"	0
9	"	"	3.0	30.07	57	39 38	"	"	0
10	"	"	3.0	30.15	57	39 38	b.c	over	7
11	"	"	3.0	30.19	57	37 35	"	"	5
Mid.	"	"	2	30.20	53	37 35	"	"	3
			2	30.21	53	36 34	o.c	"	0

under the command of

Richard Rush
Wednesday March 23rd

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4⁰⁰ AM
Overcast & rainy. Calms to light S.S.Wly. air.

From 4⁰⁰ AM to 8⁰⁰ AM
Calm - Rainy first part. Heavy mist.

O. T. Jackson
Ensign

From 8⁰⁰ AM to Meridian
Cloudy & misty - Calm to gentle N.Wly. breeze. Pt. 9⁰⁰ measured
at quarter. Abundant ac. following - Sh. S. A. O. (Edo) Kuhn N.E
(Ode). Discovery Kuhn W.E. (Ode) a deserta.

O. T. Jackson
Ensign

Meridian to 4⁰⁰ P.M.
Fair - Light to fresh breeze from West to N.W. blowing in
squalls. M. A. Russell (M.I.C) left the ship on 7 day leave of absence

O. T. Jackson
Ensign

From 4⁰⁰ P.M. to 8⁰⁰ P.M.
Overcast & cloudy. Gentle to stiff N.Wly. breeze.

O. T. Jackson
Ensign

From 8⁰⁰ P.M. to Midnight
Cloudy - Light to gentle N.Wly. breeze.

O. T. Jackson
Ensign

O. T. Jackson
Ensign

R. R.
Examined and found to be correct.

John Stewart
Lieut - Navigator

under the command of

Commander Richard Rush
Thursday March 24th

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 7th am
Cloudy - Light N.Wly breeze.

O.P. Jackson.
Ensign

From 7th Am. to 8th Am.

Clear - Light variable air to light N.Wly breeze. Recd. in Dep't of
Supplies & Accept the following fresh provisions. 24 lbs. meat, & 26 lbs
each of beef & vegetables.

O.P. Jackson.
Ensign

From 8th Am. to Meridian.

Clear & pleasant - Light breeze from E.N.E to S.E. At 9th minutes
at 9th arlets. Thrupts. Sharp. A.C. (Lie.) Powers B. (B.M.C) Early M. (Co)
at 9th Ar. Surgeon Lewis Morris W.S. left the ship on 7 days leave.

R.A. McKittrick
Ensign

Meridian to 4th P.M.

Clear & pleasant - Light to moderate breeze from S.E. Soled the
bridge of H. C. Kuhn (Olin), a deserter, - realized \$0. per cent liberty party
ashore.

R.A. McKittrick
Ensign

From 4th P.M. to 8th P.M.

Clear & cool - Moderate to light S.Ely breeze. Ass't Paym. H.C.
Biscoe. W.S. left the ship on 7 days leave.

R.A. McKittrick
Ensign

From 8th P.M. to Midnight.

Clear and cool. Light breeze from S.E. shifting to S.W. Olin.

R.A. McKittrick
Ensign

R.R.

Examined and found to be correct.

John H. Stewart
Lieut. Navigator.

LOG of the UNITED STATES

the UNITED STATES *Dif* Essex *3d* Rate,
Moored to Baby Yard Dock. Portsmouth. N.H.

g Rate,

Position at 8 A.M.	Latitude by Longitude by
Position at noon:	Latitude by observation Longitude by observation Latitude by D.R. Longitude by D.R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Position at 8 R.M. } Latitude by

(Lo)

Variation of compass:

Error of compass observ

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours.

Water remaining on hand fit for use at noon.

Coal consumed during the preceding 24 hours, tons,

Coal remaining on hand at noon,

16

P. M.	H. H. H.	South	Z	30.67	64	44	44	b.c.	en	9
1	"	"	2	30.70	68	47	45	"	"	8
2	"	"	2	30.72	68	46	44	"	"	8
3	"	"	2	30.72	63	46	44	"	"	7
4	"	"	2	30.75	62	44	42	"	"	7
5	"	"	2	30.75	62	41	40	"	"	6
6	"	S. S. E	2	30.78	62	41	40	"	"	6
7	"	"	/	30.80	64	41	40	"	"	4
8	"	"	/	30.84	64	35	35	"	"	9
9	"	"	/	30.86	60	36	36	"	-	10
10	"	"	/	30.86	58	35	35	"	-	10
11	"	N. N. E	/	30.87	52	38	38	"	-	10
Mid.	"	"	/	30.90	52	35	38	"	-	10

under the command of

Commander Richard Rush

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4^{th} Am
Clear and cool. Calms to light variable airs.

A. A. McKittrick
Ensign

From 4^{th} Am. to 8^{th} A.M.
Clear and cool. Calm to light variable airs. Recd. in Bay
Dept. 24 lbs. bread. 30 lbs. beef. 30 lbs. vegetables.

A. A. McKittrick
Ensign

From 8^{th} Am to Meridian
Clear & fine - Calm to light breeze from S E & E E At 9 A
musters at quarters - Absentees - Sharp A.C. (Lda) 2nd M(Co)
& Parrot B (S.M. & C) By order of Navy Department the
mitigation sentence of Lt. H. Gandy (C.P.) was further mitigated
to solitary confinement in double ironed cell w/ bread & water
for thirty days with a full ration every third day.

O. T. Jackson
Ensign

Meridian to 4^{th} P.M.
Clear & fine - Light side breeze. Enlisted Jan three years
General Surgeon Felix Hughes (C.P.) sent to Hospital for
treatment - J. Tolleson (Co).

O. T. Jackson
Ensign

From 4^{th} P.M. to 8^{th} P.M.
Clear & fine - Light air to light breeze from South & S.S.E.
Recd. from U.S.S. Michigan - Edward Sharp (Cmndr)

O. T. Jackson
Ensign

From 8^{th} P.M. to Midnight
Clear & fine - Light variable airs. H. Gandy (Co)
returned on board 39 hrs. overtime

O. T. Jackson
Ensign

R.R.

Examined and found to be correct.

John W. French
Lieut. Navigator

LOG of the UNITED STATES

Ship Essex
Moored to Navy Yard Dock, Portsmouth, N.H.

20th Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COUSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prev. of Cloudy Sky in Miles.	State of the Seas.
					Direction by Standard Compass.	Force.						
A. M.				N. N. W.	S. S. E.	1			S. C.	CLOUDY	7	
1				"	"	1	30.90	52 30 32	"	"	7	
2				"	calm	0	30.90	52 30 30	"	"	7	
3				"	"	0	30.90	52 30 30	"	"	7	
4				"	"	0	30.90	52 30 30	"	"	7	
5				"	"	0	30.90	52 30 30	"	"	7	
6				"	"	0	30.90	52 30 30	"	"	7	
7				"	variable	0/1	31.00	50 32 32	"	"	6	
8				"	"	0/1	31.02	50 35 34	"	"	6	
9				"	"	0/1	31.04	50 35 34	"	"	6	
10				"	S. E.	1/2	31.07	56 44 43	"	CLOUDY	4	
11				"	"	2/3	31.07	58 46 43	"	"	5	
Noon.				"	South	2/3	31.08	58 46 43	"	"	7	

Position at 8 A. M. { Latitude by

{ Longitude by

Position at noon: { Latitude by observation

{ Longitude by observation

Position at noon: { Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

0

"

Distance made good since preceding noon:

0

"

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

0

"

Position at 8 P. M. { Latitude by

{ Longitude by

Variation of compass:

0

"

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2200

"

Coal consumed during the preceding 24 hours,

1 tons, 360 lbs.

Coal remaining on hand at noon,

29 " 800 "

P. M.			N. N. W.	S. E.	2		31.07	60 60 57	S. C.	Cloudy	4
1			"	"	2		31.07	65 54 57	"	"	2
2			"	"	2		31.07	65 52 50	"	"	2
3			"	"	2		31.08	65 47 46	"	"	1
4			"	"	2		31.08	67 45 44	"	"	1
5			"	"	2		31.08	62 43 42	"	GRANULES	1
6			"	"	2		31.08	62 39 39	"	"	1
7			"	"	1		31.08	62 39 39	"	"	1
8			"	S. S. E.	1		30.99	62 39 39	"	"	4
9			"	"	1		31.01	61 39 39	"	"	6
10			"	"	0		31.01	61 39 39	"	CLOUDY	7
11			"	Calm	0		31.01	61 38 38	"	"	7
Mid.			"	S. E.	1		31.00	61 38 38	"	"	7

under the command of

Commander Richard Rush
Saturday March 26th

U. S. Navy,
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4th AM
Clear - Calm to light variable air.

From 4th AM to 8th AM
Fair - Calm to light variable air. Recd. in Dept. 1500
24 lbs. fresh bread & 50 lbs. each of fresh beef & vegetables

O. T. Jackson.
Ensign

From 8th AM to Meridian
Clear and pleasant. Calm to gentle breeze from S.E. to South. Abundant
a. G. Sharpe (Lieut.) - E. Payne (C.M.S.C.) Rec'd. direction from Capt. D. H. Muller (C.B.) to
center of Guayanay Court. Martial law case of Dr. W. H. Muller (C.B.) is
mitigated to 1-1/2 months pay amounting to \$ 33.00

A. C. McRitchie
Ensign

Meridian to 1st PM.
Clear and pleasant. Light breeze from S.E. Turned in hammock.
hammocks. - Sent liberty - Party ashore.

A. C. McRitchie
Ensign

From 1st PM to 8th PM.
Partly clear & pleasant. Light breeze to air from S.E. to E.S.E.
F. Walker (M.A.C.) returned from leave.

A. C. McRitchie
Ensign

From 8th PM to Midnight.
Clear and cool - Calm to light air from E.S.E. to S.E.

A. C. McRitchie
Ensign

R. R.

Examined and found to be correct.

John W. Stewart
Lieut. - Navigator.

LOG of the UNITED STATES

30 Rate,

*Ship Essex
Moored to Navy Yard Dock - Portsmouth N.H.*

Hour.	Knots. Tens.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clouds 885, in 10th. State of the Sea.
				Direction by Standard Compass.	Fors. Heel.		Height in inches.	Ther. att'd.	Abs. 57 Alt. Hills.	Abs. Wet Alt. Hills.	Water at Surf.		
A. M.													
1													
12													
3													
4													
5													
6													
7													
8													
9													
10													
11													
Noon.													

Position at 8 A. M.

{ Latitude by

{ Longitude by

o

'

"

Position at noon:

{ Latitude by observation

o

'

"

{ Longitude by observation

o

'

"

{ Latitude by D. R.

o

'

"

{ Longitude by D. R.

o

'

"

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by

o

'

"

{ Longitude by

o

'

"

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2 500 "

Coal consumed during the preceding 24 hours,

tons, 1800 lbs.

Coal remaining on hand at noon,

28 " 1240 "

P. M.	W. N. W.	S. E.											
1	"	" 2-3											
2	"	" 2-3											
3	"	E. S. E.	2										
4	"	" 2											
5	"	S. E.	2										
6	"	Variable.	2										
7	"	" 1-2											
8	"	East.	1-2										
9	"	" 1											
10	"	" 1											
11	"	" 1											
Mid.	"	" 1											

under the command of

Commander Richard Rush
Sunday March 27th

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences ~~overcast~~ until 4th Am
Clear and ~~calm~~. Calm to light S.Ely airs.

O.P. Jackson
Ensiger

From 4th Am to 8th Am
Generally overcast and cloudy. Light airs to breeze from S.E.

O.P. Jackson.
Ensiger

From 8th Am to Meridian
Overcast & cloudy. Light variable airs to light S.Ely breezes at
9th mustered at quarters. Absentee W. Sharpen B. Parker. (C.M. & C)

O.P. Jackson.
Ensiger

Morn to 4 P.M.
Cloudy. Light to gentle S.Ely breeze

O.P. Jackson.
Ensiger

4 to 8 P.M.
Overcast to cloudy. Calm to light S.Ely breezes

O.P. Jackson.
Ensiger

8 P.M. to MidNight
Fair. Light Ely airs

O.P. Jackson.
Ensiger

R.R.

Examined and found to be correct.

John W. Stewart
Lieut. & Navigator.

3^o Rate,

LOG of the UNITED STATES Ship Essex
 Moored to Navy Yard Dock, Portsmouth N.H.

Hour.	Knots.	Tensile.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clouds, by Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.						
A. M.				N.N.W.	N.N.E.	1		30,80 56 34 34	b.m.	—		
1				"	"	1		77 56 34 34	b.c.m.	cu	10	
2				"	"	1		77 57 32 32	"	"	7	
3				"	"	1		76 52 32 32	b.c.f.	"	7	
4				"	"	1		76 49 32 32	b.c.f.w.	o	7	
5				"	"	1		76 49 34 34	"	cor. an.	6	
6				"	Calm	0		78 49 34 34	b.e. 2m	"	6	
7				"	S.E.	1		78 49 34 34	b.e. 2m	"	6	
8				"	Calm	0		78 53 38 38	"	"	6	
9				"	S.E.	2		79 58 40 39	"	"	6	
10				"	"	2		79 53 45 45	b.c.	"	5	
11				"	"	2		78 67 48 44	"	"	5	
Noon.				"	"	2		30,78 67 50 47	"	"	4	

Position at 8 A.M.

{ Latitude by

{ Longitude by

Position at noon:

{ Latitude by observation

{ Longitude by observation

{ Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P.M.

{ Latitude by

{ Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1900 "

Coal consumed during the preceding 24 hours,

1 tons, — lbs.

Coal remaining on hand at noon,

27 " 1240 "

P. M.			W.W.W.	S.E.	2		30,76 67 48 46	b.c.	air str.	3	
1			"	"	2		74 66 46 45	"	"	3	
2			"	SE.S.E.	2		72 65 45 44	"	"	2	
3			"	"	2		70 64 45 44	"	"	1	
4			"	"	1-2		70 64 43 42	"	"	2	
5			"	"	1		71 65 43 42	"	"	1	
6			"	"	1		71 66 43 42	O.C.M.	"	0	
7			"	"	1		71 66 42 42	"	"	0	
8			"	"	1		70 64 41 42	"	"	0	
9			"	S	1		70 63 41 42	"	"	0	
10			"	"	1		70 63 41 42	"	"	0	
11			"	Calm	0		70 63 42 42	"	"	0	
Mid.			"	"	0		30,70 63 42 42	"	"	0	

under the command of Richard Rush, Commander, U. S. Navy,
Monday 28 March, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 am.
Airs Light airs from N^o E^o

O.P. Jackson
Ensign

4 to 8 am.

Fair. Calm to light S.E. breeze. Rec'd in Dft.
of S. & A. 24 lbs fresh bread, 30 lbs each of fresh beef
& vegetables

O.P. Jackson
Ensign

8 am. to Merid.

Fair & pleasant. Light breeze from S.E. At 9.30 mustered
at quarters. Absentees: - A. E. Gaskins, B. Power (B.M. 2^c). By order
of the Commanding Officer, the following punishments were awarded: - One month
(Doy) 39 $\frac{1}{2}$ hours confinement, reduced to 3 $\frac{1}{2}$ days. F. Smith (B.M. 2^c) light from
liberty, reduced to 2nd Class. Enlisted Thos. Croon as Coal Passer for
service in the U.S. Navy, for a period of three years. P.A. Pay H. Biscoe
returned from leave.

A.C. McCallum
Ensign

Merid. to 4 P.M.

Fair to cloudy weather. Light breezes from S.E. to ESE. The following
named men were transferred, with bags, hammocks and necessary apparel
to the U.S.A.T. "Clyde".

R.P.A.

Airs
today
24 h

8
R.R.

st, and
Marshall

Clethon
reys

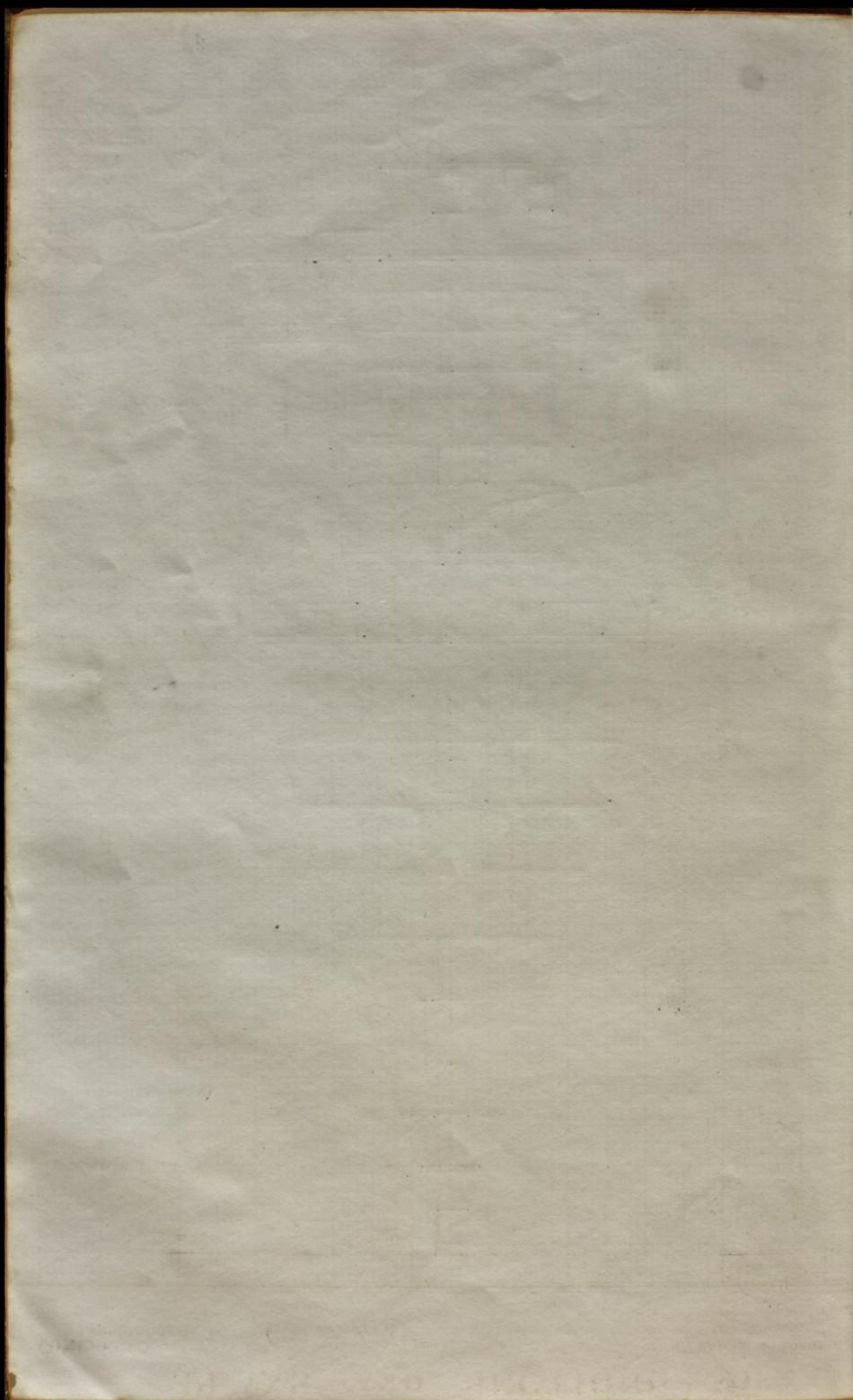
light
is from
M. 2^c from
a.

Clethon
igia

Colby
Clethon
Ensign

Examined and found to be correct.

John W. French
Lieut. & Navigator



under the command of Richard Rush, Commander, U. S. Navy,
Monday 28 March, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 a.m.
Clear light airs from N^W E^S

Opp. Jackson
Ensiga

4 to 8 A.M.

Fair. Calm to light S.E. breeze. Rec'd in Dept.
of S. & A. 24 lbs fresh bread, 30 lbs each of fresh beef
for our

8 A.M.

at quo
of the
(Day) 3rd
liberty
service
etc.

Mer

named
to the

united
in order
One batch
got from
Parr for
Pay H. Bio-
Bath
ign

The following
1 paper

Ensign Jackson left the ship on duty in charge
of the draft for the Vermont. Commander Rush, Adm't Stewart, and
P.A. L. Biscoe left the ship as members of a General Court Martial.

A. A. McClellan
Ensiga

4 to 8 P.M.

Cloudy. Drizzling at end of watch light breezes to light
airs from E.S.E. The following men were declared deceased from
today:- A. E. Sharp (Adm't) from 17th March. - B. Power (B.M.C.) from
24 March. P.A. Surg. Lewis Morris, returned from leave.

A. A. McClellan
Ensiga

8 P.M. to Mid-

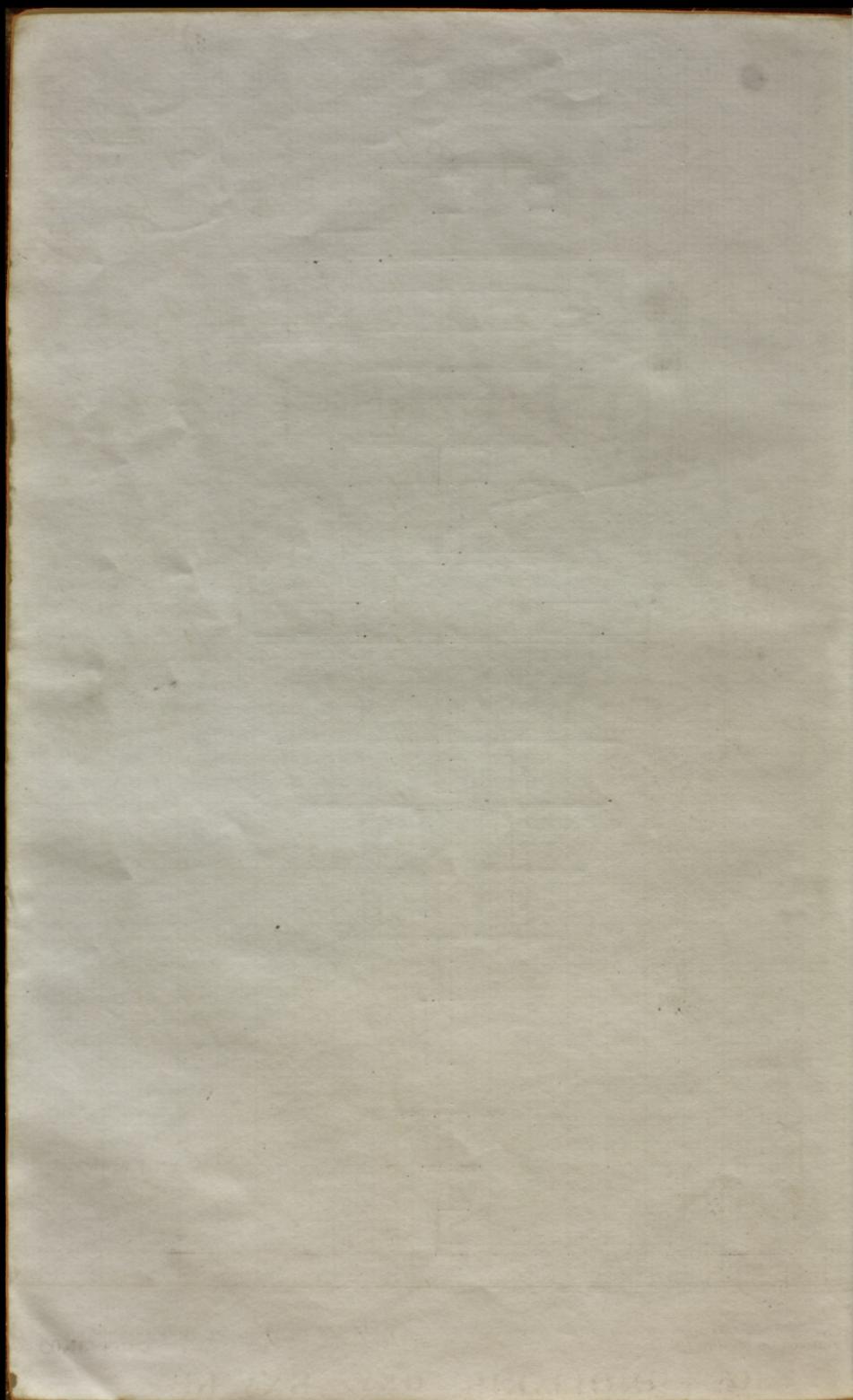
Cloudy & overcast Light airs from S^W off Calumet

A. A. McClellan

Ensiga

R.R.
Examined and found to be correct.

John W. Stewart
Lieut & Navigator



under the command of

Richard Rush

Commander, U. S. Navy,

Monday

28 March

, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 am.
A few light airs from N & E

O.P. Jackson.
Ensign

4 to 8 AM.

Fair. Calm to light S.E. breeze. Rec'd in Dept. of S. & A. 24 lbs fresh bread, 30 lbs each of fresh beef & vegetables

O.P. Jackson.
Ensign

8 AM. to Merid.

Fair & pleasant. Light breeze from S.E. At 9.30 mustered at quarters. Absentees: - A. E. Shantz (2d Clas.), B. Power (B.M. 2^c). By order of the Commanding Officer, the following punishments were awarded: - (One month) 39½ hours overtime reduced to 30 hours. F. Smith (B.M. 2^c) light from liberty, reduced to 2^d Class. Enlisted Thos. Croome as Coal Passer for service in the U.S. Navy for a period of three years. P.A. Pay & Bi-
cer returned from leave.

A.C. McCallum
Ensign

Merid. to 4 PM.

Fair to cloudy weather. Light breezes from S.E. to ESE. The following named men were transferred with bags, hammocks and necessary personal effects to the U.S.R.S. Vermont.

Transferred to U.S.R.S. Vermont.

1 Master at Arms	8 Boatswains Mates	6 Coxswains
3 Gunners Mates	2 Quartermasters	3 Seaman
1 Ord. Seaman	10 Landsmen	1 Carpenter Mte
1 Shipwright	1 Blacksmith	1 Painter
1 Coppersmith	1 Oiler	1 B.M. 2 class
2 Coal passers	1 Chief Yeoman	1 Yeoman 1 cl
1 Yeoman 2 class	2 Ships cooks 4 class.	

Anderson Matthews	Anderson Marinus	Brink J.H.
Cleavin A.	Conway J.	Glaeser O.F.
Brown J.	Hall J.	
Connellsey A.J.	Bahlberg J.	Hillsworth J.J.
Griffin G.	Green J.A.	Gartz W.
Galev H.	Hughes F.	Holt M.
Worn D.	Johnson J.	Junko V.
Jenkins A.E.	Johnson O.	Kay P.
King A.E.	Kautsen E.	Laven J.
Lewis F.	Hiller V.	Hiller J.
Murphy W.H.	McLean W.	McCarty A.E.
Norton F.L.	O'Hara J.	Petterson P.
Prachtel G.W.	Perry T.	Schmitt C.
Sweeney T.P.	Stannen J.O.	Smith F.
Spenser T.	Schelstrom J.	Trow R.J.
Thomas G.	Witneye A.V.	Warneke P.
Young L.	Gronin E.A.	Waters J.C.

LOG of the UNITED STATES Ship Essex
Morns to Navy Yard Dock

Portsmouth N.H. 3d Rate,

Hour.	Knots. Tens.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Purs of Clouds Sky in 10th- State of the Sea.
				Direction by Standard Compass.	Poss.					
A. M.				S. S. E.	(
1				"	2	30.71	64 42 41	lc	cum	1
2				"	1	70	64 42 42	"	"	1
3				"	1	70	64 42 41	o.c.	"	0
4				"	1	70	65 42 42	"	"	0
5				"	1	63	67 42 42	lc	str cu	1
6				"	1	63	69 43 43	"	"	2
7				J.S. W.	2	63	68 43 43	ocd.	cu, min	0
8				"	2	63	68 44 44	"	"	0
9				"	1	63	68 45 45	ocm.	"	0
10				"	2	63	68 44 44	"	"	0
11				"	2	61	68 44 44	"	"	0
Noon.				"	2	30.61	66 44 44	"	"	0

Position at 8 A.M. { Latitude by

{ Longitude by

{ Latitude by observation

{ Longitude by observation

Position at noon: Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P.M. { Latitude by

{ Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

" "

Water remaining on hand fit for use at noon,

1800 "

Coal consumed during the preceding 24 hours,

- tons, 2040 lbs.

Coal remaining on hand at noon,

26 " 1440 "

P. M.										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
Mid.										

under the command of Richard Rush. Commander U. S. Navy,
Tuesday 29 March, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 a.m.
Generally cloudy and overcast. Light airs to breezes from
S.S.E.

A. C. McRath
Ensign

4 to 8 A.M.
Generally overcast and cloudy. Light airs to breezes
from S.S.E. to S.S.W.

A. C. McRath
Ensign

8 AM to mid
overcast, cloudy & misty. Light airs to light breezes from
S.S.W. At 9.30 AM. mustered at quarters: - Absent J. Ruthman (S.C.)
Capt. J. Hubbard U.S.A. and F.F. Platts (Ch. Yrs) left the ship on
special duty in recruiting, this in addition to present duty.
G yard workmen on board in construction dept.
Foster Magazine & Shell room flood cocks. Sold by auction, the
deserted effects, realizing \$27.75

A. C. McRath
Ensign

Mid to 4 P.M.
overcast & drizzling. Light breezes to light airs
from S.W. to S.S.W. Dr. P. A. Surg. L. Morris U.S.A. left the
ship on special duty in recruiting.

A. C. McRath
Ensign

4 to 8 P.M.
overcast and rainy. Light airs from S.S.W and
calm. Stationed and expected clear at fire quarters.
Sent liberty party ashore

A. C. McRath
Ensign

8 P.M. to Mid
Cloudy and misty. Light variable airs
and calm!

John W. Stewart
Lieutenant

R.R.

Examined and found to be correct.

John W. Stewart
Lieut. & Navigator.

LOG of the UNITED STATES

Ship Essex Rate,
Moved to Navy Yard Dock *Portsmouth N.H.*

Hour.	Knots.	Tensile.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of Weather, by symbols.	Forms of Clouds, by symbols.	Pct. of Cloud Sky, in Hours.	State of the Sea.	
					Direction by Standard Compass.	Force.	Heav.	Leaving.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.
A. M.				W.W	S.E.	10			30,50	68	43 43		0
1				"	"	10			48 69	43 43	"	"	0
2									45 60	43 43	"	"	0
3						0			45 68	43 43	"	"	0
4						0			42 62	43 43	"	"	0
5						0			42 60	43 43	"	"	0
6						0			44 59	45 45			0
7						0			43 60	45 45			0
8						0			43 60	45 45	"	"	0
9						0			44 65	45 45	"	"	0
10					East	2			44 65	45 45			2
11					"	2			44 65	45 45	"	"	3
Noon.					"	2			30,43	66	49 48	"	3

Position at 8 A.M.

{ Latitude by

{ Longitude by

Latitude by observation

Longitude by observation

Position at noon:

Latitude by D.R.

Longitude by D.R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P.M. { Latitude by

{ Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1800 "

Coal consumed during the preceding 24 hours,

— tons, 1440 lbs.

Coal remaining on hand at noon,

26 " — "

P. M.					E	2				Sc.	Clouds	5
1					Z.S.E.	2			30,50 68 48 48			
2					"	2			40 63 53 53	"	"	7
3					S.E.	4			39 63 51 49	"	"	8
4					"	3			38 62 48 48	"	"	8
5					"	2			35 64 45 45			0
6					"	4			38 66 45 43			0
7					Calm	0			29 67 41 41	"	"	0
8					"	0			29 67 41 41	"	"	0
9					"	0			29 67 41 41	"	"	0
10					"	0			30 67 40 40	"	"	0
11					"	0			30 67 40 40	"	"	0
Mid.					"	0			30,29 68 40 40	"	"	0

under the command of *Richard Rush* Commander U. S. Navy,
Wednesday 30 March , 1878.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced & until 4 A.M.

Cloudy and rainy. Light variable airs.
John W. Stewart, Lieutenant

4 to 8 A.M.

Cloudy. Raining first part - Calm.

A. M. C. Latham
Ensign

8 A.M. to Mid.

Partly clear and misty. Calm to light breeze from
East. At 9.30 mustered at quarters. Present J. Rutteman
(S.C. 1^C), Ensign O. P. Jackson up, returned on board.
J. Rutteman (S.C. 1^C) returned from liberty, 50 hours over time
A. M. C. Latham,
Ensign

Mid to 4 P.M.

Fair. Light to gentle breeze from S^o E^o S^o
O. P. Jackson,
Ensign

4 to 8 P.M.

Foggy and overcast. Calm to light S^o E^o S^o breeze
O. P. Jackson,
Ensign

8 P.M. to Mid.

Foggy. Calm.

O. P. Jackson,
Ensign

R.W.
Examined and found to be correct.

John W. Stewart
Lieut. & Navigator.

LOG of the UNITED STATES

Rate,

Hip Essay

Moored at Navy Yard Dock, Portsmouth N.H.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clouds, by Symbols.	State of the Sea.
					Direction by Standard Compass.	Force.						
A. M.												
1				W N W.	Variable East	0-1	30.28	68 41 41	o.g.f.	nim	0	
2	"				"	1	.22	63 41 41	"	"	0	
3	"				"	4	.20	63 40 39	"	"	0	
4	"				"	4	.20	62 39 38	o-cum	"	0	
5	"				"	3	.19	62 38 38	o-c.r.	"	0	
6	"				"	4	.19	62 36 36	O.C.M.S.	"	0	
7	"				"	3	.19	62 36 36	"	"	0	
8	"				"	4	.18	62 36 36	"	"	0	
9	"				N E.	3-4	.16	65 35 35	O.C.M.G.S	"	0	
10	"				"	3-5	.11	65 34 34	"	"	0	
11	"				"	3-5	.10	67 34 34	"	"	0	
Noon.					"	3-5	30.09	67 34 34	"	"	0	

Position at 8 A. M. { Latitude by
Longitude by

○ " "

Position at noon : { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

○ " "

○ " "

○ " "

○ " "

Course made good since preceding noon :

Distance made good since preceding noon :

miles.

Distance by Log since preceding noon :

miles.

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

○ " "

○ " "

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1700 "

Coal consumed during the preceding 24 hours,

tons, 1120 lbs.

Coal remaining on hand at noon,

25 " 1120 "

P. M.												
1				W N W.	N E.	4	30.09	64 34 34	o.m.g.s.	wind	0	
2	"			"	"	4	30.09	64 35 35	"	"	0	
3	"			"	"	3	30.09	64 36 36	"	"	0	
4	"			"	"	1	30.10	68 37 37	"	"	0	
5	"			"	"	1	30.13	62 36 36	"	"	0	
6	"			"	"	1	30.13	62 36 36	"	"	0	
7	"			"	"	1	30.10	62 36 36	b..	overcast	0-1	
8	"			"	"	1	30.10	62 36 36	"	"	0-1	
9	"			"	"	1	30.09	62 36 36	"	"	0-1	
10	"			"	"	3-4	30.11	60 37 37	b..	over	6	
11	"			"	"	3	30.11	60 38 38	"	"	8	
Mid.	"			"	"	2	30.11	60 38 38	"	"	9	

under the command of

Richard Rush,

Commander, U. S. Navy,

Thursday 31 March

, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 am.

Overcast & misty. Calm to moderate E'ly breeze
W'ly ~~breeze~~,
Ensigan

4:58 A.M.

Overcast - Drizzling last three hours. Gentle to Moderate
E'ly breeze

O.T. ~~breeze~~,
Ensigan

5 am to mid.

Overcast, cloudy and drizzling. Sust'd drizzle from N.E.,
At 9:30 am visibility at quarter

A.A. McElhaney
Ensigan

Mid to 4 pm

Overcast and drizzling. Moderate breeze from N.E.
Shifting slight air from N.W.

A.A. McElhaney
Ensigan, Hull

4:58 P.M.

Generally overcast. Light air from N.W. Sent
liberty party ashore

A.A. McElhaney
Ensigan, Hull

From 4 pm

Generally clear and pleasant. Moderate slight breeze
from N.W.

A.A. McElhaney
Ensigan, Hull

R.R.

Examined and found to be correct.

John W. Turner
Lieut - Navigator.

LOG of the UNITED STATES

*Sep Even
Moore to New York Dock Portsmouth N.H.*

3d Rate,

Hour.	Knts.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Perc of Cloudy Sky in Miles.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. atvd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.			
A. M.															
1				<i>W. N. W.</i>	<i>N. E.</i>	2		30.11	62	35	34		<i>C</i>	<i>Cu</i>	9
2				"	"			30.10	62	35	34		"	"	9
3				"	"	2		30.11	62	35	34		"	"	9
4				"	"	2		30.11	62	35	34		"	"	8
5				"	"	3		30.10	60	52	31		"	"	9
6				"	"	4		30.10	59	31	30		"	<i>Cu</i>	8
7				"	"	5		30.10	59	31	31		"	<i>Cu</i>	9
8				"	"	5-6		30.10	58	31	31		"	"	9
9				"	"	5-6		30.10	60	32	32		"	"	9
10				"	"	5-6		30.10	60	33	32		<i>St</i>	"	9
11				"	"	5-6		30.11	62	35	32		"	"	9
Noon.				"	"	5-6		30.11	60	36	33		<i>Bm</i>	—	10

Position at 8 A. M.

{ Latitude by
Longitude by

○ " "

Position at noon:

{ Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

○ " "

○ " "

○ " "

○ " "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M.

{ Latitude by
Longitude by

○ " "

○ " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1600 "

Coal consumed during the preceding 24 hours,

tons, 1800 lbs.

Coal remaining on hand at noon,

24 " 2160 "

P. M.																
1				<i>W. N. W.</i>	<i>N. W.</i>	3-5		30.09	61	41	37		<i>C</i>	—	10	
2				"	"	3-5		30.10	62	41	37		"	—	10	
3				"	"	3-5		30.09	63	41	37		<i>Cg.</i>	—	10	
4				"	"	3-5		30.10	60	42	38		"	—	10	
5				"	"	3-5		30.11	59	42	38		"	—	10	
6				"	"	3		30.11	60	45	45		<i>C</i>	—	10	
7				"	"	3		30.11	60	45	44		"	—	10	
8				"	"	2		30.11	60	45	43		"	—	10	
9				"	"	1		30.11	59	43	41		"	—	10	
10				"	"	1		30.11	59	43	42		"	—	10	
11				"	"	1		30.11	60	43	41		"	—	10	
Mid.				"	"	1		30.11	60	43	42		"	—	10	

under the command of

Richard Rush Commander, U. S. Navy,
Friday April 1., 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

8 A.M. until 4 P.M. - ~~Bowditch~~ ^{Wind} from N.E. Clear & pleasant. Light breezes to light air
A.A. McLean
Evening.

4 P.M. - 8 P.M. - Clear & pleasant. Gentle to fresh breeze in squalls from NW.
A.A. McLean
Evening.

8 P.M. to Midn. - Clear. Gentle to fresh Windy breeze. Blowing in
squalls. At 9:30 Maybush ^{of} Queen's Heavy Smith (C. R. H.)
was discharged from the Naval Service by reason of expiration of
Contract.

O.P. Lockett
Evening.

Midn. to 4 P.M. - Clear. Gentle to stiff breeze from NW. Blowing
in squalls. *O.P. Lockett*
Evening.

4 P.M. - 8 P.M. - Clear. Light to stiff Windy breeze.

O.P. Lockett
Evening.

8 P.M. to Midnight. - Clear. Light variable air.

O.P. Lockett
Evening.

R.R. /
Examined and found to be correct.

John W. Stewart
Lieut. - Navigator.

LOG of the UNITED STATES

Ship Essex.

Moored to Navy Yard Dock, Portsmouth, N.H.

3d Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Perc of Clear Sky in Black	State of the Sea.
					Direction by Standard Compass.	Force.						
A. M.												
1				W N W.	N W.	2	30.13	60. 40. 40.	6 C.	Cu.	9	
2				"	"	2	30.16	60. 56. 55.	"	"	9	
3				"	"	2	30.20	57. 50. 59.	"	"	9	
4				"	"	2	30.24	59. 28. 27.	"	"	9	
5				"	"	1	30.33	58. 27. 27.	6	"	10	
6				"	"	1	30.33	57. 26. 25.	"	"	10	
7				"	"	1	30.28	57. 29. 29.	"	"	10	
8				"	W N W.	1	30.29	57. 53. 52.	"	"	10	
9				"	"	1	30.29	57. 55. 54.	6 C.	Str.	9	
10				"	"	1	30.29	61. 40. 39.	"	"	9	
11				"	W	1	30.29	62. 41. 41.	"	"	9	
Noon.				"	S	2	30.29	63. 44. 43.	"	"	6	

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation
Position at noon : Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

Distance by Log since preceding noon :

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 100 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1500 "

Coal consumed during the preceding 24 hours, tons, 1200 lbs.

Coal remaining on hand at noon, 24 " 960 "

P. M.												
1				W N W.	S S. W.	2	30.21	67. 94. 43.	0. C.	Cu. min.	0	
2				"	"	2	.19	67. 40. 38.	0. C. S.	"	0	
3				"	"	2	.19	68. 40. 38.	"	"	0	
4				"	"	2	.19	68. 39. 38.	6 C.	Cu	4	
5				"	S. E.	2	.16	68. 37. 37.	"	"	6	
6				"	"	1	.16	68. 36. 36.	"	"	6	
7				"	W	3	.14	64. 36. 36.	0 C. S.	min	0	
8				"	"	2	.13	63. 36. 36.	"	"	0	
9				"	"	1	.10	62. 35. 35.	"	"	0	
10				"	"	1	.11	62. 35. 38.	"	"	0	
11				"	"	1	.11	62. 35. 38.	"	"	0	
Mid.				"	"	1	30.11	62. 38. 38.	"	"	0	

under the command of

Richard, Rush, Commander, U. S. Navy,

Saturday April, 2

, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

- Cloudiness until 4 A.M. Clear. Light Windy Breeze.
D.P. Jackson
Ensign
- 4 to 8 A.M. Clear. Light Windy Breeze.
D.P. Jackson
Ensign
- 8 AM to Merid. 8 A.M. Clear & pleasant. Light air to breeze from WNW.
H-9:30 Mustard at Quarter. C.R. McElroy
Ensign
- Meridian to 4 P.M. Overcast & showing fine-pd - clearing at end
of watch. Light breeze from SSW shifting to S E. C.R. McElroy
Ensign
- 4 to 8 P.M. Partly clear. Light air to gentle breeze from S.E.
shifted to W. C.R. McElroy
Ensign
- 8 P.M. to Midnight: - Overcast - mostly - and showing at times
gentle breeze to light air from W. C.R. McElroy
Ensign

Examined and found to be correct.

John W. Stewart
Lieut. - Navigator.

37 Rate,

LOG of the UNITED STATES Ship Essex
Moors to Navy Yard Dock, Portsmouth NH

Hour.	Knots.	Tensile.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.			TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Perc of Clear Sky in Miles.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. atvd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				WNW	NW	4-5		30.08	.58	35	34			b6	Carries	6	
1				"	"	4-5		.05	.56	31	31			"	"	7	
2				"	"	4-5		.07	.58	32	29			"	Str	8	
3				"	"	4-5		.07	.52	29	28			"	Carries	6	
4				"	"	4-5		.07	.51	29	28			"	"	4	
5				"	"	3-5		.07	.51	29	28			b6ff	"	3	
6				"	"	3-5		.67	.51	29	28			"	"		
7				"	"	4-6		.08	.48	27	26			"	Carries	6	
8				"	"	4-7		.08	.47	17	26			"	"	6	
9				"	"	4-6		.09	.48	31	30			"	"	9	
10				"	"	4-7		.07	.52	33	32			"	"	9	
11				"	"	4-6		.08	.52	31	30			"	Car	8	
Noon.				"	"	4-7		.08	.52	31	30			"	"	8	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon : { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

Distance by Log since preceding noon :

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 1/10 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1500 "

Coal consumed during the preceding 24 hours, tons, 1400 lbs.

Coal remaining on hand at noon, 23 " 1800 "

P. M.		WWW.	N.W.W.	4-7	30.09	.58	32	31	b6ff	car	9
1		"	NW	5	.09	.57	32	31	"	"	9
2		"	"	5	.08	.56	33	32	"	carri	8
3		"	"	4-7	.09	.51	32	31	"	"	8
4		"	"	4-6	.19	.52	30	30	"	"	8
5		"	"	4-6	.23	.54	29	28	"	"	8
6		"	SWW	4	.25	.56	27	25	"	tc	8
7		"	"	4	.25	.56	27	25	"	tc	9
8		"	"	4	.25	.50	26	24	"	"	9
9		"	N.W.	4	.26	.53	25	24	"	"	9
10		"	"	4	.27	.55	24	23	"	tc	8
11		"	"	3	.17	.55	25	23	"	"	8
Mid.		"	"	2	.27	.58	25	24	"	"	8

under the command of

Richard Rush

Captain.

, U. S. Navy,

Sunday, 3 April

, 1878.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 am.

Clear & cold moderate to stiff breeze from N.W.
C. A. McClellan
Ensign

4 to 8 AM.

Clear & cold. Gentle to fresh breeze from N.W.
C. A. McClellan
Ensign

8 AM. To Meridian:

Clear cold. Moderate to very fresh wavy breeze
blowing in squalls. At 9:30 mustered at Quarters. Command officer
inspected ship & crew.

O. P. Lachlan
Ensign

Meridian to 4 PM.

Clear. Moderate to very fresh wavy breeze
blowing in squalls

O. P. Lachlan
Ensign

4 to 8 PM.

Clear. Moderate breeze from NW North

O. P. Lachlan
Ensign

8 PM. To Midnights.

Clear. Light to moderate wavy breeze.

O. P. Lachlan
Ensign

Examined and found to be correct.

John W. Stegner
Capt. - Navigator.

LOG of the UNITED STATES

3d. Rate,

*Skipper Even
Moored to Harry Yard Dock, Portsmouth N.H.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	Temperature.	State of Weather, by symbols.	Forms of Clouds, by symbols.	Parts of Clear Sky, in Miles.	State of the Sea.	
					Direction by Standard Compass.	Force.	Heel.	Leverage.	Height in inches.	Therm. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.
A. M.													
1				N.W.	N.W.	1			30.29	52	22.21	"	C.
2				"	"	1			.27	51	22.21	"	"
3				"	"	1			.27	51	22.21	"	"
4				"	"	1			.27	51	21.20	"	"
5				"	"	1			.27	52	21.20	"	8
6				"	"	1			.27	52	22.20	"	8
7				"	"	1			.31	51	22.20	"	8
8				"	"	1			.33	53	26.24	"	8
9				"	"	2			30.34	58	31.28	"	"
10				West	West	2			30.31	57	38.35	"	C. & R.
11				"	"	2			30.30	57	42.39	"	"
Noon.				SW.	SW.	2			30.30	57	42.39	"	7

Position at 8 A. M. { Latitude by
Longitude by

○ " "

{ Latitude by observation
Longitude by observation
Position at noon: Latitude by D. R.
Longitude by D. R.

○ " "

○ " "

○ " "

○ " "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

○ " "

○ " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1400 "

Coal consumed during the preceding 24 hours,

tons, 1400 lbs.

Coal remaining on hand at noon,

23 " 400 "

P. M.													
1				W.N.W.	W.N.W.	3			30.29	60	45	40	C.
2				"	W.	2			30.29	63	46	41	"
3				"	"	3			30.29	64	45	40	"
4				"	"	2			30.30	62	43	40	"
5				"	SW.	1			30.30	62	41	39	C. mil. 0
6				"	"	1			30.30	61	40	38	" 0
7				"	"	1			30.31	61	38	37	" 0
8				"	W.E.W.	2			30.32	61	38	36	C. mil. 0
9				"	"	2			30.33	60	36	35	" 0
10				"	W.N.W.	2			30.33	60	36	35	" 0
11				"	"	2			30.33	59	36	35	C. 2 0
Mid.				"	"	2			30.33	59	36	35	" 0

under the command of

Richard Rush Commander

, U. S. Navy,
, 1878.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Southeasterly wind 4 AM. clear & cold. Light W. N. by E. air

OP. Decking
Evening

4/15 8 AM

Clear & cold. Light W. N. by E. air

OP. Decking
Evening

F. A. D. Wind

Clear and pleasant. Light breeze from WNW to NW at 9.30 AM. mustered at quarters. Commandant Rush U.S.A. left the ship on date my connection with the Naval Institution. Received on board eight griddles of hammett's scrubbed in New York, examined and found them to be correct. Workmen on board are follows; 2 machinists, 3 fitter-making, 2 helpers, 2 carpenters in Steam Engineering, 1 plumber, 4 carpenters in Construction.

R.R. McElroy
Evening

Wind to 4pm

Pretty clear & pleasant. Light & gentle breeze from North and Westward. Workmen on board as follows with each 2 carpenters in Steam Engineering.

R.R. McElroy
Evening

4 to 8pm

Generally overcast and cloudy. Light air from NW
8.45-8.50

R.R. McElroy
Evening

8pm to mid.

Precipal and cloudy, running at times. Light breeze from
from WSW to SW.

R.R. McElroy
Evening

Examined and found to be correct.

John W. Stewart
Lieut. - Navigator.

LOG of the UNITED STATES

*Ship Essex
Wool & Woolen Yarn dock, Portsmouth, N.H.*

Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer	Temperature.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop of Chas. Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Paren.	Heid.	Lorway.	Height in inches, att'd.	Air, Dry Subl.	Air, Wet Subl.	Water at Surface
A. M.				Wined	N.W.	1		30.83 62 33 32		OC. E.	Clouds 0	
1				"	"	1		30.84 64 33 32	"	"	"	0
2				"	N.W.	1		30.85 64 32 32	"	"	"	0
3				"	West by W.	1		30.85 64 32 32	"	"	"	0
4				"	"	1		30.85 64 31 30	"	"	"	0
5				"	"	1		30.84 64 30 29	"	"	"	0
6				"	"	1		30.85 63 30 29	"	"	"	0
7				"	"	1		30.85 63 30 29	"	"	"	0
8				"	Wined	1		30.85 63 30 29	"	"	"	0
9				"	"	1		38 63 33 32	"	"	"	0
10				"	West	2		38 63 33 32	"	"	"	0
11				"	"	2		38 63 33 32	"	"	"	0
Noon.				"	"	2		38 64 33 32	"	"	"	0

Position at 8 A. M.

{ Latitude by

{ Longitude by

○

"

Position at noon:

{ Latitude by observation

○

"

{ Longitude by observation

○

"

{ Latitude by D. R.

○

"

{ Longitude by D. R.

○

"

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour:

miles, set

true.

○

"

Position at 8 P. M.

{ Latitude by

○

"

{ Longitude by

○

"

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

"

Coal consumed during the preceding 24 hours,

1350 lbs.

Coal remaining on hand at noon,

tons, 1400 lbs.

22 " 1240 "

P. M.	W.W.	North	2	30 23 65 34 34	OC.S	Clouds 0
1	"	"	1	.23 65 34 34	"	0
2	"	"	1	.19 66 34 34	"	0
3	"	"	1	.19 66 34 34	"	0
4	"	"	1	.19 66 34 35	"	0
5	"	"	1	.09 67 34 34	"	0
6	"	"	1	.09 68 34 34	"	0
7	"	"	1	.08 69 34 33	"	0
8	"	"	1	.09 69 34 34	"	0
9	"	N.E.	1	.09 69 34 33	"	0
10	"	N.E.	1	.09 69 33 32	"	0
11	"	North	1	.11 61 33 33	"	0
Mid.	"	"	1	.11 60 32 31	"	0

under the command of Richard Rush, Commander U. S. Navy,
Tuesday, April 5th, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences until 4 a.m.
Breezy and sunny. Light wavy air

R. R. McRath
Lieut., U.S.N.

4 to 8 a.m.

Breezy and sunny. Light air from N.W.
M.M. men engaged in getting up commissary.

R. R. McRath
Lieut., U.S.N.

8 A.M. To Mendan

Breezy & sunny. Capt. Vassell aro to lps - wavy. Traps.
Train ferred the following ammunition to the York yard. They agreed.
104-4" shell, 36.2 lb Pdr., 6.78 lb Pdr., 23215-6.78 lb Pdr. 45 cal.
6000 38. Cal., 29 lbs 22 cal., 416 lbs Caliber powder. Yorkman at
work on board as follows. 2 Mechanics, 1 Helper, 3 Boiler makers.
Helpers. 3 Ships Carpenters

O.P. Jackson Ensign

Mendan to 4 P.M.

North. Breezy & sunny. Capt. Vassell aro to lps - traps from
Yorkman at York as per previous date.

O.P. Jackson Ensign

4 to 8 P.M.

Breezy & sunny. Capt. Vassell aro

O.P. Jackson
Ensign

8 P.M. To Malyat-

Breezy & sunny. Capt. Vassell aro from N.E.

O.P. Jackson
Ensign

Examined and found to be correct.

John W. Stewart
Lieut.

Navigator.

LOG of the UNITED STATES

*Ship Essex
Moored to Navy Yard Dec. 18th 1844.*

3d Rate,

Hour.	Knots. Tens.	Reading of Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Chase S&G, in 100ds.	State of the Sea.
				Direction by Standard Compass.	Force.			Height in inches.	Therm. att'd.	Alt. Dz. Baro.	Alt. Wet Baro.				
A. M.			N NW	N W.	2			30.10 47 32 31				FCs.	Mntr.	0	
1			"	"	2			110 47 32 31				"	"	0	
2			"	"	3			109 47 32 31				"	"	0	
3			"	"	3			107 47 32 31				"	"	0	
4			"	"	2			107 46 32 31				"	"	0	
5			"	"	3			107 46 32 31				"	"	0	
6			"	"	2			107 46 32 31				"	"	0	
7			"	"	2			108 46 30 30				"	"	0	
8			"	"	2			108 46 30 30				"	"	0	
9			"	"	2			30.09 46 31 31				"	"	0	
10			NW	NW	2			30.08 46 31 31				FCs.	St. cl.	1	
11			"	"	2			30.09 46 31 31				FCs.	"	1	
Noon.			NW	NW	1			30.09 46 31 31				"	"	1	

Position at 8 A. M. { Latitude by

Longitude by

{ Latitude by observation

Longitude by observation

Position at noon:

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by

Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

75 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1245 "

Coal consumed during the preceding 24 hours,

tons, 1240 lbs.

Coal remaining on hand at noon,

22 " — "

P. M.														
1			NW	NW	1			30.09 46 31 31				FCs.	Atmos.	1
2														
3														
4														
5														
6														
7														
8														
9														
10														
11														
Mid.														

under the command of

Richard Bush Commander

, U. S. Navy,

Wednesday April 6

, 1888.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences wind 4 AM.

Breeze & snowing. Light to gentle North breeze.
O. H. Hatch - Ensign

4 h - 8 AM.

Breeze & snowing. Light to gentle North breeze.
O. H. Hatch - Ensign

8 AM - 12 M.

Generally overcast and cloudy. Snowing first part.
Light breeze to light air from New York Harbor, Substituted
for putting ship out of commission. Received the results of the
sentence of Court Martial, and restored him to duty on account of
the ship being placed out of commission and few transferred
to another.

C. C. McRath
Ensign, U.S.A.

Wind to 1.45 p.m.

Partly clear & cool. Light air from New York Harbor
following from, with bag dimensions and transfer papers;
J. M. Taft, M. A. Whalin, J. H. Lee, W. H. Hale, A. Bent
O. K. 3d, C. Bramble, G. E. Muller, G. M. T., P. J. Collier, O. C. 4c,
O. Malins, M. A. C. Moore, M. A. Peirce, M. A. T. H. C. 3d,
C. Sharp, C. C. C. H. Moore, G. R. Hartman, O. C. 1c, W. A. Roberts, M. A. 1c,
J. W. Johnson, Ch. Yd., J. F. Wilks, M. A. 1c, J. Ellis, G. M. 3c, B. Catney, 7. 1c,
H. Jones, 7. 2c, W. Howell, C. P., G. G. Parrott, W. R. Stark, H. Marshall
W. R. Cook, J. Tolson, Gen. J. F. Steiner, Lt. C. P. Reatto, Ch. Yd. Resigned
of the Navy Department at 1.45 p.m. The last record was put out
of commission, the crew and equipment landed down.

C. C. McRath
Ensign

Examined and approved

Richard Bush
Commander Commanding

Examined and found to be correct.

John W. Stewart
Lieut - Navigator

